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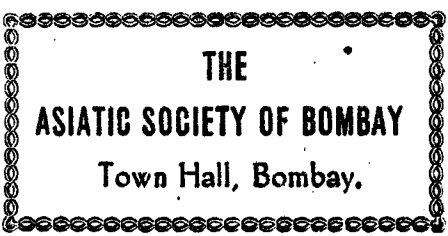

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THE CRUISE OF

H.M.S. "BACCHANTE."

1879—1882.

The Cruise of Her Majesty's Ship

"BACCHANTE"

1879—1882.

Compiled from

THE PRIVATE JOURNALS, LETTERS, AND NOTE-BOOKS OF

PRINCE ALBERT VICTOR

AND

PRINCE GEORGE OF WALES,

WITH ADDITIONS BY JOHN N. DALTON.

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Vol. I.—THE WEST AND THE SOUTH.

THE MEDITERRANEAN—TENERIFFE—WEST INDIES—BERMUDAS—VIGO—FERROL—ST. VINCENT—THE PLATE—FALKLAND ISLANDS—CAPE OF GOOD HOPE—AUSTRALIA—FIJI.

Q x c 25

" Qui descendunt mare in navibus,
Facientes operationem in aquis multis,
Ipsi viderunt opera Domini
Et mirabilia ejus in profundo.
Confiteantur Domino misericordiae ejus et mirabilia ejus filiis hominum.
—Ps. cvii. 23, 24, 31.

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RICHARD CLAY & SONS,
BREAD STREET HILL, LONDON,
Bungay, Suffolk.

To the Queen

THESE JOURNALS ARE WITH PERMISSION

Dedicated

BY HER MAJESTY'S AFFECTIONATE AND DUTIFUL GRANDSONS

ALBERT VICTOR C. EDWARD

GEORGE FREDERICK E. ALBERT.

PREFACE.

THIS account of the three years' cruise of H.M.S. *Bacchante* makes no pretension to literary form. Such as it is, it has been put together at the desire of their Royal Highnesses the Prince and Princess of Wales, who have intrusted the private journals, letters, and other papers of their sons to me for this purpose. Though three years have gone by since the ship was paid off, it is only within the last few months that I have been free or had leisure to arrange the material for publication.

Both Princes kept very regular diaries all the time they were away from home: these, written up every evening before turning in, both at sea and ashore, wherever they happened to be staying—whether it was beneath the roof of different Government Houses, or out in the bush, on the Pampas, in Japanese temples, or Chinese house-boats; whether up the Nile, or beneath their tents in Syria, form naturally the groundwork of the whole. As might naturally be expected, their pages become much fuller towards the end of the three years than they are at the beginning. Those portions especially which cover the time the Princes were in Egypt and Palestine were written out afterwards from rough jottings and notes made on horseback, or during the mid-day siesta, from what Brugsch Bey or Captain Conder had been telling them when face to face with the objects visited. I have also drawn largely upon the contents of letters. These were often written against time and in haste to catch the mail. But such passages as I have extracted from them I have thought

it best to leave as they were first penned, however rough they might appear, rather than smooth them down in cold blood: for thus they convey a truer representation of the immediate impression produced by the place or circumstance described.

With the private journals and letters that record the passing sensation of the day or hour, I have embodied a good deal from certain note-books in which the Princes entered at their leisure the substance of much which they read concerning the countries visited, or learnt in conversation from those with whom they were specially privileged to be brought into contact from time to time. Where such entries refer to figures and statistics I have endeavoured to correct them up to date. It would be absurd to imagine that two young men of their respective ages should take in fully all the information given respecting the various places and people they saw, as older persons might have done. But as these pages will testify, several clear impressions were produced on their minds at each port, which will remain till their dying day; and foremost among these is the vivid remembrance of what they saw in Australia, where the interest they evinced in different matters connected with the political and commercial development of that portion of a United and Greater Britain was most keen.

My own additions are marked off in square brackets. They can readily be skipped by those who prefer to read continuously the more descriptive narrative portion of the text.

In an account that covers so wide an extent of ground, and deals with so many topics, it would be vain to expect that no mistakes or errors should be discovered by specialists. But I venture to hope that there are not many of a gross character. The proof-sheets of the portions relating to Japan have been read by Mr. Ernest Satow, C.M.G.; the Straits Settlements by Sir Frederic Weld, G.C.M.G., and the Hon. Clementi Smith; Egypt by Emil Brugsch Bey; Palestine by Captain Conder, R.E.; Fiji by Sir William des Voeux, K.C.M.G.; the Cape and Australia by two gentlemen lately resident in and thoroughly conversant with both those countries. All these friends were good enough

to make valuable suggestions and additions to the Princes' memoranda, which served to supplement the result of the Princes' own observations, and which have greatly conduced to make the following account accurate and trustworthy, as far as actual facts are concerned: but with the opinions expressed or conclusions drawn from such facts it would be unfair in any way to identify them. Wherever, as in the case of the West Indies or South Africa, it was impossible to avoid touching on subjects that still form matter of rather a lively controversy, a strenuous endeavour has been made to give both sides of the question, as far as possible in the very words used by their several advocates, and these have been drawn exclusively from Blue Books and other official sources. With two exceptions no names have been introduced.

The charts tracing the *Bacchante's* course from port to port are such as every midshipman in the service is bound to draw in his log-book, and show to the captain from week to week. They are all drawn on Mercator's projection. Each degree measured vertically off the side of the chart represents for practical purposes sixty miles. These charts, as well as the extracts from the Princes' logs appended to them, have been kindly looked over by Lieutenants F. B. Henderson and Evelyn Le Marchant, R.N. The track of the *Bacchante* on the large chart was laid down by Lieutenant H. Roxby, R.N., who has also been good enough to revise the account of the ship's mishap off Cape Leuwin (vol. i. pp. 439-450). The larger illustrations are taken from photographs; most of the smaller ones from sketches made by Lieutenant Percy Scott, R.N.; one in vol. i. p. 204, by Mr. Triggs, assistant engineer; two others by Lieutenant Basset, R.N., one in vol. i. p. 453, and the other vol. ii. p. 764. The sketch map of the Syrian tour, the plan of Jerusalem, and the mosque at Hebron were drawn by Captain Conder.

Although probably the portion of this book which will be read by the general public with most interest is that which refers to the Princes' visits to the British Colonies, and to foreign countries, yet if anything like a true notion of the cruise, its

objects and its results, is to be obtained, it must be borne in mind that the time really spent at sea was of no less importance to the Princes themselves. At sea during the longer cruises day follows day and week week with a regularity which, read of, is suggestive of monotony; but it seems monotonous only to those who have few resources in their own minds or who have never been to sea in a man-of-war. There each day has its own routine; and each hour of each day should find every one ready and prepared for the particular duty appropriate to that branch of the service to which he may belong. This regularity and freedom from all outside interruption was just what was required in the case of the two Princes for purposes of school and study, as well as for instruction in a sailor's duties. The period spent at sea was to the Princes the equivalent of a schoolboy's ordinary life; the holiday time was represented by the occasions on which they were away from the ship on leave, or when they went up country. When H.R.H. the Prince of Wales determined to send his sons to sea, it was chiefly with a view to the mental and moral training that they would receive as midshipmen in Her Majesty's navy. In every one of the Queen's ships each officer, man, and boy has his special and individual duties to perform every hour of the day and night, with a routine that should be as precise and unvarying as clockwork. The sense of responsibility on the part of a junior or petty officer for the men, however few they may be, intrusted to his charge, and the habit of implicit and instant obedience to seniors that is brought out and inculcated by the naval service soon become to all in the ship a second nature; and every soul on board, cut off for a considerable time from all connection with the outer world, is welded together into an attached community, each grade of which is dependent in well-ordered method on the others.

As long as they were on board ship the Princes were treated exactly like the other midshipmen, and performed all the duties which usually fall to their lot: they took their turn in all weathers by day or night at watch-keeping and going aloft, at sail drill, or boat duty. There was no difference, not even the slightest, of any

sort or kind made between them and their gunroom messmates. Thus they were taught seamanship by the first lieutenant, the Hon. H. G. Curzon-Howe, and gunnery by the gunnery lieutenant, Mr. C. H. Adair. Their mathematical studies were entirely in the hands of Mr. John W. Lawless, their naval instructor, and they read French with Mr. G. Sceales. To the captain, Lord Charles Scott, belonged of course the supervision and management of all these, as well as of everything that appertained to their life on board ship. My duties as governor in charge of the Princes began when they went on shore, and always ended when they came on board again as midshipmen, except that I was responsible to their parents for their general education.

The Admiralty kindly permitted my name to be borne on the ship's books as acting chaplain for temporary service during the whole period of the *Bacchante's* commission: and for the honour thus done me I shall ever feel deeply grateful to their lordships. The performance of the duties of that office and the opportunities thus afforded for establishing intimate relations between myself and each man and boy in the ship gave me the most real instruction, and the three years thus spent afloat as chaplain in Her Majesty's naval service I shall always regard as among the happiest in my life.

JOHN NEALE DALTON.

H.M.S. "BACCHANTE."

THE *Bacchante's* extreme length over all was 307 feet (between perpendiculars 280 feet), her extreme breadth 45½ feet, depth of hold 15 feet 7 inches, draught of water aft 23 feet 9 inches, and forward 20 feet 9 inches. She carried 400 tons of coal (and could stow at a pinch 150 tons more). The indicated horse-power of her engines was 5,250. Her armament on the upper deck was two 4½-ton muzzle-loading guns, and on the main deck twelve of the same, six each side, with the addition of two 64-pounders in the captain's cabin. She was also armed with Whitehead torpedoes, and carried four Nordenfeldt's machine guns. Each of the 4½-ton guns had a battering charge of 22 lbs. of powder, and a full charge of 14 lbs., and the average weight of the projectile discharged (whether chilled shot or shell, common or double) was 150 lbs., and the total weight of the broadside was 12½ cwt., or a little over half a ton. This would be comparatively useless against the sides of an ironclad, but as the ship was built as a fast steaming cruiser, she was not intended to be regularly engaged against such.

The *Bacchante* carried 47 tons of fresh water in 57 tanks, which was the full supply for all purposes on ship board during a period of twenty days; during her commission every drop of fresh water used on board was condensed; thus the possibility of ever using any contaminated shore supply was avoided.

The *Bacchante's* engines, made by Rennie, were horizontal, compound, with return connecting-rod, and three cylinders, one high pressure and two low. The screw was a single one (Griffiths), its diameter 20 feet 10 inches, length 4 feet 7½ inches, emersion of upper edge 6 inches.

There were ten boilers and thirty furnaces. There were two funnels, the diameter of the fore was 8 feet 9 inches, that of the after 6 feet 6 inches, and their weights were 6 tons 8 cwt. and 5 tons 9 cwt. respectively. The total weight of the engines, boilers (when filled), screw and machinery was a little under 1,000 tons.

The weight of her provisions for 84 days was	42 tons
That of the tanks themselves	9 ,,
That of the casks, cases, &c.	11 ,,
The officers' store and slops (which last consist of spare clothing for issue)	12 ,,
The chests	4 ,,
The officers, men, and their effects	44 ,,
The masts, yards, and all the spars	70 ,,
The rigging and blocks	45 ,,
The sails (including spare ones)	10 ,,
The cables	53 ,,
The five anchors	19 ,,
The boats	12 ,,
The boatswain's and carpenter's stores	50 ,,
The guns, powder, shell, shot, and gunner's stores	178 ,,

All the foregoing weights amounted to a little over 600 tons, while the total weight of equipment to be recorded was 1,918 tons. Thus the weight of the engines and machinery for propelling the ship amounted to two-thirds of the weight she carried. The weight of the hull was a little over the weight of what was placed in the hull, and amounted to 1,994 tons, so that the total displacement of the *Bacchante* was 3,912; this was her actual weight in the water; but her total weight when fully equipped was 4,130 tons.

The *Bacchante* carried the following boats:—

	Length.	Breadth.	Depth.	Weight.	Men.
	ft. in.	ft. in.	ft. in.	tons. cwt. qrs.	
Steam pinnace	37 0	8 11	4 7½	6 2 0	...
Steam cutter	28 0	...	...	2 5 0	...
Sailing launch	40 0	10 8	4 0	4 3 3	16 (double-banked)
do. pinnace	30 0	8 9	3 2	2 5 0	12 do.
Cutters (two)	28 0	7 6	2 6½	0 17 0	10 do.
Galley	30 0	5 6	2 2	0 9 0	6 (single-banked)
Whaler (air cases)	25 0	5 6	2 2	0 8 3½	5 do.
Second gig	25 0	5 6	2 2	0 7 6½	5 do.
Dingey	14 0	5 2	2 2	0 4 3	2 do.
Copper punt	12 0	5 0	1 9	0 9 1	...

The above weights are those of the boats themselves: with their gear they would weigh half as much again, with the exception of the launch and pinnaces; the number of men given are those required to pull them.

DIMENSIONS OF THE MASTS AND YARDS.

	Length.			Diameter.		
	Fore.	Main.	Mizen.	Fore.	Main.	Mizen.
	ft. in.	ft. in.	ft. in.	inches.	inches.	inches.
Foremast (extreme length from deck)	67 0	71 0	56 6	30	32	22
Topmasts	57 3	57 3	44 10	18½	18½	13
Topgallantmasts	43 6	43 6	33 6	10½	10½	8
The total heights of masts from deck to truck were	145 0	149 0	121 0	...	...	...
Fore yard	82 6	82 6	58 0	20	20	13½
Topsail yard	62 0	62 0	45 0	13½	13½	10
Topgallant yard	41 6	41 6	31 0	10	10	7½
Royal yard	30 6	30 6	23 6	6	6	5
Bowsprit	20 0	...	...	24½	...	...
Jib-boom (outboard)	29 6	...	...	15½	...	...
Flying-boom (outboard)	15 0	...	...	8½	...	...

The total length of spar projecting from the bows was 63 ft. 6 in.

H.M.S. *Bacchante* was commissioned July 15th, 1879, at Portsmouth, by CAPTAIN LORD CHARLES M. D. SCOTT, and bore the following officers:—

Commander	G. W. HILL.
Lieutenants	HON. A. G. CURZON HOWE.
	J. W. OSBORNE.
	C. H. ADAIR.
	A. M. FARQUHAR.
	W. B. FISHER.
	C. W. W. INGRAM.[1]
Navigating Lieutenant	H. ROXBY.
Lieutenant of Marines	A. C. SMYTH.[2]
Chaplain (acting)	REV. J. N. DALTON, M.A.
Navigating Instructor	J. W. LAWLESS.
Fleet Surgeon	A. TURNBULL, M.D.[3]
Staff Surgeon	A. G. DELMEGE, M.D.[4]
Paymaster	W. H. WHICHELO.
Chief Engineer	D. WILSON.[5]
Sub-lieutenants	H. N. ROLFE.[6]
	P. K. W. MURRAY.[7]
	E. LE MARCHANT.
	F. M. ROYDS.[8]
	H. C. BURROWS.[9]
	C. H. H. MOORE.
	F. B. HENDERSON.
Assistant-paymaster	G. A. F. C. SCEALES.
Engineers	W. J. CANTER.[10]
	J. L. STEVENSON.
	G. H. BAKER.
	G. TRIGGS.[11]
	J. J. PURKISS.[12]
Gunner	C. W. FRAIL.
Boatswain	J. MAHONEY.
Carpenter	ALLEN EVANS.
Midshipmen	E. L. MUNRO.[13]
	W. F. PEEL.[14]
	B. CURREY.
	HUGH EVAN-THOMAS.
	R. P. FITZGERALD.
	A. H. LIMPUS.
	A. H. CHRISTIAN.
	HON. JOHN C. M. D. SCOTT.
	W. B. BASSET.

[1] Joined as sub-lieutenant July 15th, 1879; promoted and reappointed as lieutenant July 15th, 1880.
[2] Joined August 26th, 1880; promoted by seniority July 1st, 1881. During the West Indian cruise Lieutenant G. A. E. Gore was lieutenant of Marines until promoted by seniority.
[3] Joined August 20th, 1880, in place of W. H. Lloyd, M.D., who held this rank during the West Indian cruise.
[4] Joined as surgeon; promoted and reappointed as staff surgeon December 25th, 1879.
[5] Joined July 6th, 1880, in place of D. J. Pearce, who held this rank during the West Indian cruise.
[6] Promoted and left December, 1879.
[7] Left at Monte Video.
[8] Promoted and left June, 1880.
[9] Promoted and left September, 1880.
[10] Joined September, 1880, in place of J. Manley.
[11] Joined September 13th, 1880, in place of J. J. K. Medlen, but was invalided March 10th, 1881.
[12] Joined June 30th, 1881.
[13] Invalided home November 15th, 1879.
[14] Resigned May 7th, 1880.

Naval Cadets (afterwards midshipmen) .....HON. G. A. HARDINGE.
R. E. WEMYSS.
G. W. HILLYARD.
LORD F. G. G. OSBORNE.
H.R.H. PRINCE ALBERT VICTOR C. EDWARD.
H.R.H. PRINCE GEORGE FREDERICK E. ALBERT.
Clerk .....EDWIN C. PETCH.[1]

SHIP'S COMPLEMENT.

Officers	39
Petty Officers	55
Seamen, Stokers, Carpenters, Servants	208
Boys	36
Marines	49
Complement	387
Supernumeraries allowed	63
Total	450

DEATHS DURING THE SHIP'S COMMISSION.

January 1st, 1880, at Barbados, James Sims, naval schoolmaster, rheumatic fever.
January 30th, 1880, at Grenada, George Knight, stoker.
May 18th, 1880, at Portsmouth, James Sharp, musician, fell into No. 10 Dock.
November 30th, 1880, at sea, William Foster, A.B., fell from aloft.
February 12th, 1881, at sea, George Dunn, sail-maker, brain-softening.

HARBOUR ROUTINE.

4.30	A.M.	Hands lash up and stow hammocks.
4.50	,,	Fall in; scrub and wash decks.
5.0	,,	Duty boat's crew at breakfast.
5.45	,,	Duty boat away with stewards ashore to get provisions.
6.0	,,	Working subdivision of watch pump washing water; royal yardmen clean lightning conductors; "Rouse out" bugle for midshipmen.
6.15	,,	"Cooks"; guard and steerage hammocks up; midshipmen fall in for drill.
6.30	,,	Breakfast; pass the word for rig of the day.
7.0	,,	Watch coming on deck, and the duty boat's crew, to clean.
7.15	,,	Watch fall in, clean wood and bright work; watch below and idlers clean mess deck and flats.
7.50	,,	Upper yardmen fall in; boat away for squaring yards.
8.0	,,	Evolution of the day (if more ships than one together, signal for this given from senior officer's ship); watch below to clean.
8.30	,,	Quarters; clean guns.
9.0	,,	Divisions; prayers on upper deck.
9.30	,,	Both watches fall in; tell off drills, &c.
10.30	,,	Defaulters fall in.

[1] Left August, 1880.

11.0	A.M.	Mess up spirits ; dismiss drills.
11.30	,,	Clear up decks ; clean wood and bright work.
11.45	,,	"Cooks" of each mess to galley to fetch dinner.
12.0	,,	Dinner.
1.0	P.M.	Upper deck sweepers fall in.
1.15	,,	Out pipes ; clean arms.
1.30	,,	Return arms ; both watches fall in, and tell off drills.
3.0	,,	Dismiss drills.
3.30	,,	Clear up decks.
3.50	,,	Upper yardmen fall in.
4.0	,,	Evolution (or evening drill).
4.15	,,	"Cooks."
4.30	,,	Supper ; shift into night clothing.
5.15	,,	Quarters, afterwards coil up ropes ; up wash deck gear.
7.10	,,	Steerage hammock men and working subdivision of the watch fall in down guard and steerage hammocks.
7.30	,,	Stand by hammocks.
8.0	,,	Men under punishment fall in.
8.30	,,	Stow bags ; clear up decks for rounds.
9.0	,,	"Out lights" ; rounds.
9.30	,,	Pipe down.
10.0	,,	Out gun-room lights.
11.0	,,	Out ward-room lights.

ROUTINE AT SEA.

4.0	A.M.	Watch, and watch of idlers, lash up.
4.10	,,	Muster with hammocks on upper deck, and stow.
4.20	,,	Scrub decks.
6.0	,,	Sub-division pump washing-water ; royal yardmen clean lightning-conductors ; rouse out mids.
6.15	,,	Mids to drill.
6.30	,,	Cooks of the messes take kettles to galley for allowance of cocoa ; up guard and steerage (*i.e.* midshipmen's) hammocks.
6.45	,,	Breakfast ; pass the word for the rig of the day (this is made from flag-ship every morning according to the weather).
7.15	,,	Forenoon watch to clean.
7.30	,,	Watch fall in ; watch below clean messes and flats.
8.30	,,	Quarters ; clean guns.
9.0	,,	Divisions ; prayers on upper deck.
9.30	,,	Watch fall in ; tell off drills.
10.30	,,	Defaulters fall in to be seen by Commander.
11.0	,,	Mess up spirits ; dismiss drills (that have been going on since 9.30).
11.30	,,	Watch clear up decks.
11.45	,,	"Cooks."
12.0	,,	Dinner (boatswain's mates pipe together at hatchway).
1.0	P.M.	Upper deck sweepers fall in (smoking allowed forward in the dinner-hour on the upper deck).
1.15	,,	Out pipes ; clean arms.
1.30	,,	Return arms ; call watch to fall in, and tell off drills.
3.0	,,	Dismiss drills (which have been going on since 1.30, rifle, cutlass, sail, or what not).

3.30	P.M.	Clear up decks ; watch below shift night clothing.
4.0	,,	Watch fall in ; watch below shift ; cooks.
4.15	,,	Supper.
4.45	,,	Out pipes ; quarters.
5.0	,,	Drill (all ships of the squadron together, by signal from Flagship, "make plain sail," "shift topsail," &c.).
7.10	,,	Steerage hammock men fall in ; down guard and steerage hammocks ; working sub-division unlace hammock cloths.
7.30	,,	Stand by hammocks (all hammocks are then taken out of hammock nettings, where they were stowed in the morning, and now slung between decks ready for night use, each in its proper place).
8.0	,,	Stow bags ; clear up decks for rounds.
8.30	,,	Out lights in messes, and fires in galley (the Commander then goes round all decks, and afterwards reports the same as "correct" to the Captain).

FIRST LIEUTENANT'S ROUTINE OF MIDSHIPMEN'S DRILLS.

7.30 to 8.0	A.M.	Cutlass or rifle drill	.....	every morning
9.30 ,, 11.30	,,	School	.....	,,
11.30 ,, 12.0	,,	Sights	.....	,,
1.30 ,, 2.30	P.M.	Gun drill	.....	Monday
2.45 ,, 3.45	,,	Seamanship	.....	,,
1.30 ,, 2.30	,,	Company drill	.....	Tuesday
2.45 ,, 3.45	,,	Seamanship	.....	,,
1.30 ,, 2.30	,,	Gunnery and torpedo	.....	Wednesday
1.30 ,, 2.30	,,	Steam	.....	Thursday
1.30 ,, 2.30	,,	Logs and watch bills	.....	Friday

DETACHED SQUADRON ROUTINE.

	A.M.		P.M.	
Monday	9.30	Divisional quarters.	1.30	Exercise a division of seamen aloft.
	11.0	Watch drill.		
Tuesday		do.		do.
Wednesday		do.		do.
Thursday		do.		Make and mend clothes.
Friday		General quarters.	1.30	Exercise a division of seamen aloft.
Saturday		Cleaning ship throughout.		

The watch drill was at the time stated, if any took place, though not often. After evening quarters every evening, weather permitting, except Saturday, general exercise aloft, and on Thursday evening small arm companies were drilled.

SUMMARY OF PASSAGES MADE DURING THE PERIOD OF THE SHIP'S COMMISSION.

Passage.		Distance Made Under		Days Under Way.	Hours Under Steam.	Actual Time from Port to Port.	
From	To	Sail.	Steam.			Days.	Hours.
1879—							
Spithead	Portland.....	...	46	1	5	...	5
Portland	Gibraltar.....	1004	368	12	60	10	18
Gibraltar.....	Port Mahon, Minorca	...	523	4	73	3	1
Port Mahon	Palermo	431	12	4	3	3	6
Palermo	Messina	...	133	2	23	...	23
Messina	Gibraltar.....	455	549	7	79	5	27
Gibraltar.....	Madeira	429	240	7	44	6	...
Madeira	Teneriffe	286	19	5	3	3	20
Teneriffe	Barbados.....	400	2321	20	371	18	20
1880—							
Barbados.....	Port of Spain, Trinidad	186	44	3	7	1	22
Port of Spain.....	San Fernando.....	...	33	1	5	...	5
San Fernando.....	Granada	327	60	5	22	4	2
Granada	Carriacou Island..	62	...	2	...	1	3
Carriacou Island...	Union Island	20	...	1	...	...	4
Union Island	St. Vincent, W.I.	59	3	2	1	1	9
Kingstown, St. Vincent	Chateau Belair, St. Vincent.....	...	17	2	3	...	3
St. Vincent.....	St. Lucia.....	2	68		24	1	...
St. Lucia.....	Barbados.....	...	106	3	22	...	22
Barbados.....	Martinique	148	...		...	1	3
Martinique	Dominica	40	...	1	...	...	21
Dominica	St. Thomas.....	263	...	3	...	1	16
St. Thomas.....	Jamaica	677	26	5	4	4	13
Jamaica	Bermuda.....	...	1000	8	159	6	15
Bermuda.....	Spithead	1170	1849	20	260	19	4
Spithead	Holyhead	...	382	3	47	1	23
Holyhead	Spithead.....	...	385	3	50	2	2
Spithead.....	Berehaven	22	360	3	45	1	23
Berehaven	Vigo	...	877	10	212	8	20
Vigo	Spithead.....	...	735	8	168	7	...
Spithead.....	Cowes	...	8	1	1½	...	1½
Cowes	Spithead.....	...	8	1	1½	...	1½
Spithead	Cowes	...	8	1	3	...	3
Cowes	Yarmouth	...	9	1	2½	...	2½
Yarmouth	Portland.....	...	38	1	7	...	7
Portland	Ferrol	286	334	8	75	6	22
Ferrol	Vigo	...	190	3	50	2	2
Vigo	Madeira	650	80	7	14	6	2
Madeira	St. Vincent, C. de Verde Islands...	800	248	7	20	6	13
St. Vincent.....	Monte Video	3328	452	33	94	31	20
Carried	forward.....	11815	11531	270	1958½	157	404½

Passage.		Distance Made Under		Days Under Way.	Hours Under Steam.	Actual Time from Port to Port.	
From	To	Sail.	Steam.			Days.	Hours.
Brought forward		11815	11531	270	1958½	157	404½
1881—							
Monte Video	Falkland Islands..	1185	198	16	54	15	5
Falkland Islands..	Cape of Good Hope	2075	1620	23	244	21	23
Simon's Bay	Table Bay	...	53	1	8	...	8
Table Bay	Simon's Bay	...	57	1	11	...	11
Cape of Good Hope	Albany, Western Australia	4501	751	37	131	35	20
Albany	Melbourne	...	1340	7	154	6	10
Melbourne	Sydney	...	571	3	55	2	7
Sydney	Brisbane	413	158	7	32	5	23
Brisbane	Levuka, Fiji Islands	1572	101	15	29	13	22
Fiji Islands	Yokohama	3345	939	42	176	41	3
Yokohama	Kobé	7	380	3	54½	2	8
Kobé	Simonoseke	...	255	3	31	1[1]	7
Simonoseke	Wusung	282	274	5	40	5[2]	10
Wusung	Chusan	...	143	3	19	...[1]	19
Chusan	Amoy	408	24	3	4	2	2
Amoy	Hong Kong	258	9	3	2½	1	15
1882—							
Hong Kong	Singapore	1319	129	10	42	9	3
Singapore	Colombo	839	750	11	110	10	4
Colombo	Suez	2546	863	24	145	23	7
Suez	Port Said	...	87	3	20	...	20
Port Said	Alexandria	...	150	2	24	1	...
Alexandria	Jaffa	...	265	3	53	2	5
Jaffa	Haifa	...	55	1	12	...	12
Haifa	Beyrout	...	77	1	12	...	12
Beyrout	Piraeus	...	658	5	99	4	3
Piraeus	Suda Bay, Crete	...	168	2	35	1	11
Suda Bay	Corfu	...	340	5	92	3	22
Corfu	Palermo	...	340	4	69	2	21
Palermo	Cagliari	36	171	3	36	2	7
Cagliari	Valencia	257	224	8	39	6	18
Valencia	Gibraltar	...	390	4	74	3	2
Gibraltar	Ferrol	...	955	7	165	6	21
Ferrol	Cowes	...	557	4	76	3	4
Cowes	Spithead	...	8	1	1½	...	1½
		30088	24591	478	4108	383	771
Grand Total of Miles run during the Commission		54679					
West India Cruise		5959	7417	118	1168	97	22
Second Cruise		24407	14419	331	2415	289	2

Best week's run during the Commission .....1340 miles.....From 12th to 18th June, 1881.
Lowest week's run during the Commission.....343 miles.....From 10th to 17th October, 1881.
Best week's run under sail .....1242 miles.....From 6th to 12th May, 1881.
Best day's run under sail .....228 miles.....2nd February, 1881.
Best day's run under steam and sail.....276[3] miles.....27th July, 1881.
Highest speed per hour under steam .....15 knots.....16th November, 1880.
Highest speed per hour under sail .....12 knots.....15th December, 1821.
Highest speed per hour under steam and sail.....13 knots.....26th and 27th July, 1881.

[1] Anchored each night. [2] Anchored for 40 hours at Saddle Island.
[3] This includes 12 hours full power steam trial.

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CRUISE OF H.M.S. "BACCHANTE."

1879—1882.

AFTER having passed the two years 1877—1879 as naval cadets on board H.M.S. *Britannia* (Captain H. Fairfax, C.B.) at Dartmouth, we left that ship late in July, and on Tuesday, August 6th, 1879, joined H.M.S. *Bacchante* off Cowes, at which anchorage she had arrived the evening before from Spithead. A few hours afterwards the Prince and Princess of Wales, with our three sisters, the Duke and Duchess of Edinburgh and the Duke and Duchess of Connaught, came privately on board, went round and were shown over the *Bacchante*, which was dressed at the time with mast-head flags in honour of the Duke of Edinburgh's birthday. The ship remained in Cowes Roads during the regatta week till the 11th, when she started for an experimental cruise down the Channel, in the same manner as any other new ship when first commissioned, to test her steam and sailing power, under various conditions of wind and weather. On Saturday, August 16th, she anchored in Plymouth Sound. The next day the Prince of Wales arrived there also in the *Osborne* to be present at the laying of the foundation stone of the new Eddystone Lighthouse by the Duke of Edinburgh; who as Master of the Trinity House had come round in the Trinity yacht *Galatea*. The *Bacchante* put to sea again the same afternoon for further continuation of experimental cruise which lasted till the 26th, when she anchored at Spithead. The official report of her performances stated "she had been as far west as the Channel soundings, about 100 miles south of Cape Clear, and experienced both light and strong

31

winds. The ship was tried under steam and sail in both; is a perfect steamer; under sail is slow in light winds, but sails well in a fresh breeze: is not crank but very steady, and altogether a very satisfactory ship." On the 28th the ship proceeded alongside the Sheer Jetty in Portsmouth Harbour and got out the four-and-a-half ton forecastle gun and also the two sixty-four pounders from the captain's cabin. These weights were removed with the view of altering her trim and of possibly thus making her a better sailer.

Sept. 17*th.*—The Prince of Wales, attended by Captain Stephenson and Mr. Holzmann, brought us both (we had just returned from Denmark, whither we had been for a few days with the Princess of Wales) down from town to Portsmouth and proceeded with Admiral Fanshawe in the *Firequeen* on board the *Bacchante* at Spithead, where having left us he returned on shore to be the guest for the night of Prince Edward of Saxe-Weimar.

Sept. 18*th.*—The Prince of Wales with Prince and Princess Edward and Prince Herman of Saxe-Weimar came on board about 10.30. A.M. We left the anchorage at Spithead about noon, the Prince of Wales's standard at the main and the *Osborne* following as tender, proceeded through the Needles to Portland, where we arrived at 4.30 P.M. in a thick fog, having done the forty-six miles at over ten knots the hour. Roxby piloted us so well that although we had been in the fog ever since we had passed the Needles we exactly hit off the end of the Portland breakwater, round the east end of which we passed to our anchorage. H.M.S. *Warrior* and *Boscawen* manned yards and saluted standard, which was hauled down on the Prince of Wales leaving the ship for the *Osborne*.

Sept. 19*th.*—We went on board the *Osborne* after breakfast to say good-bye to the Prince of Wales, who left at 10. A.M. for Cherbourg, where he arrived the same afternoon at 4.30 P.M., having found it very foggy all across the Channel. The *Bacchante* manned yards, fired royal salute and cheered ship as the *Osborne* steamed out of Portland Roads. In the afternoon had our first scratch match at cricket on the recreation ground, and afterwards walked up to the Verne and on the Chesil beach. At 5.30 P.M. H.M.S. *Newcastle*, Capt. Kelly, arrived and anchored. She is the last of the old frigates, and her lines contrast somewhat strongly with those of the more modern *Bacchante*. She was one of the Flying Squadron, under the command of Admiral Rowley Lambert, when Lord Charles Scott was his flag-captain. The next day the weather cleared and H.M.S. *Warrior's* athletic sports took place.

Sept. 21*st.*—Morning service, at which, for the first time, the large harmonium which the Princess of Wales has given for the use of the ship was played. Prince Edward of Saxe-Weimar, Lord Albert Seymour and Colonel Gordon came over from Weymouth (where H.S.H. is staying for an inspection of the district) and lunched on board.

Sept. 22*nd.*—During the dinner hour all the officers assembled on the quarter-deck and were photographed in a group. In the afternoon several of us went ashore, up to the convict prison, where Mr. Clifton, the governor, showed us round the various blocks of buildings. We went into several of the cells, which were all beautifully clean and neat, and then saw the convicts march in in gangs from their work at the close of the day. We heard some startling yarns as to former and present occupants of this establishment.

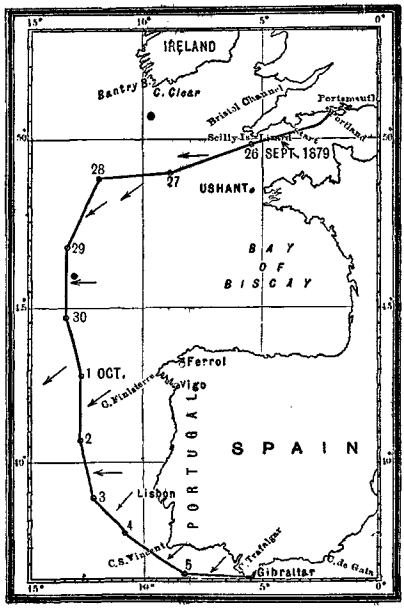
Sept. 24*th.*—To-day there is a strong south-west breeze, which, if it continues, will be a head wind for us going down Channel, otherwise the weather is bright and fine. Lieutenant E. S. Evans (who is staying with his brother the commander of the *Boscawen*), our old first lieutenant on board the *Britannia*, came off to see us.

Sept. 25*th.*—During the morning watch sighted H.M.S. *Enchantress* with the Admiralty flag flying; after she had anchored the Lords of the Admiralty (Mr. W. H. Smith, Sir Cooper Key, Admiral Hood) came on board at 10 A.M. and went round the ship.

Steam was ordered to be up by 4 P.M. Got under way at 5.15 P.M., made sail to topgallant sails, and proceeded thus out through the "hole in the wall." Outside the Race, off the Bill, there was a very slight swell, but the ship went as steady as a church, the breeze being still from the south-west. As soon as we are round the corner we furled sails and proceeded under steam. The Dorset coast was very clear in the evening light; after dinner stayed on deck till 12 P.M., when we passed the Start. Before this we saw the reflection of light over Torquay above the horizon, but could not distinguish either Berry Head or Dartmouth Harbour. Passed, however, through quite a little fleet of our old friends the Brixham trawlers.

Sept. 26*th.*—Passed the Lizard about 11 A.M., a fine sunny morning; what little wind there is comes from the west, and we are going six and a half knots. Lost sight of the Wolf Lighthouse and the Land's End, and thus get our last glimpse of the English coast soon after 3 P.M. We meet at the same time our first shoal of porpoises, coming

PORTLAND TO GIBRALTAR.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Sept.					N.	W.	°	°	°	°
25	...	...	...	N.W. 3·4	...	...	56	59	57	59
26	...	..	112	W. 3	49·52	5·27	59	59	61	61
27	S. 68 W.	14	134	S.W. 4·6	48·58	9·0	58	54	60	60
28S.	S. 84 W.	118	...	N.E. 3·4	48·47	11·59	58	59	57	59
29	S. 24 W.	133	...	E. 3	46·46	13·20	59	61	59	59
30	S. 2 W.	128	...	S.W. 3·7	44·38	13·26	60	60	62	64
Oct.										
1	S. 15 E.	117	...	N.E. 2·3	42·44	12·44	60	60	63	64
2	South	121	...	E. 3·4	40·43	12·44	65	64	66	61
3	S. 12 E.	127	...	N.E. 1·2	38·39	12·8	65	69	65	68
4	S. 40 E.	92	...	N.E. 1·4	37·29	10·52	64	68	69	68
5S.	S. 55 E.	146	...	N.E. 5·2	36·7	8·22	69	69	70	71
6	...	8	122	N.E. 1·2	...	...	65	65	71	71
		1004	368							

Total distance. 1372 miles.

to welcome us as they rise and plunge in the slight Atlantic swell, to which the *Bacchante* now begins to pitch responsively. After evening quarters the horizontal bar was rigged on the quarter-deck and we had our first turn round. Rope quoits are also started on the opposite side of the deck, which, instead of being pitched on a peg, are aimed to fall into a bucket, or else a circle chalked for that purpose at each end of the quarter-deck.

Sept. 27th.—The thermometer 60°, already a couple of degrees warmer than yesterday, and though the wind is nearly dead ahead we made plain sail at 11 A.M., and afterwards raised the screw. There is now a heavy swell coming up from the west, but overhead it is bright and sunny. The *Bacchante* is said to be more lively than she was when she carried her forecastle gun and the two smaller ones aft in the captain's cabin. The watch are being constantly exercised to accustom them to their stations.

On Sunday 28th the two usual services at 10.30 A.M. and at 5 P.M. As the wind to-day is fair from north-east we set stunsails, and after dinner passed the Wilson-line steamer *Yeddo* of Liverpool homeward bound, to which made signal "report us all well." The number of the porpoises and of the Mother Carey's chickens goes on increasing, and at night the rolling of the ship also. This continued the whole of the next day (Michaelmas day). At noon we had made a run of 133 miles. The captain dined in the wardroom, and after dinner bets were made as to the *Bacchante* some day sailing thirteen knots between the Cape and Australia in the "roaring forties." Bright moonlight night.

Sept. 30th.—Thermometer 62°, rainy morning. In the afternoon the breeze freshened up to six, when we went along between six and seven knots closehauled, heeling from twelve to fourteen degrees, with the royals in. After evening quarters the wind died away and we were once more left rocking on the swell.

Oct. 1st.—The morning broke clear and bright: what wind there is is right aft (north-east), but we only make an average of three knots the whole twenty-four hours: those of the youngsters who had a touch of sea-sickness are now quite themselves again, with vigorous appetites and cheerful voices. In the afternoon we all take our turn on the horizontal bar, and at quoit playing.

Oct. 2nd.—Progress somewhat better this morning, course south, wind on the port beam, and by noon have made 121 miles. We

are said to be running along in the "Portuguese trade," the sea all round is a deep purple blue, and the line of the horizon is broken by the swell, and thus appears quite wavy, and not straight as when seen off the land. Two of our gunroom mess-mates who came out of the *Britannia* in our term as naval cadets are to-day rated as midshipmen, and appear for the first time with the white patches on their jacket collars.

Oct. 3rd.—It is becoming gradually delightfully warm, thermometer in cabin to-day nearly 70°. In the afternoon, after quarters, had single-stick and boxing, afterwards there was a tug of war, starboard watch keepers against port. Our first view of a regular "trade" sunset, the sky suffused with a deep rose colour, and a multitude of small clouds broken up all along the western horizon. After dinner experimented with the microphone, listening to the flies walking over a board, etc.

Oct. 4th.—A warm bright day, the usual Saturday routine, cleaning ship throughout, fire quarters, etc. In the evening as before, high cockolorum, "sling the monkey," etc. and then to choir practice. A beautiful starlight night with the moon behind a thin veil of cloud, through which also Mars is distinctly visible, shining with a ruddy hue: Jupiter in the west with his four moons (which the officer of the watch persisted were seven in his glass) was very bright, and in the north was the Swan with its cross, a finer one even than the Southern Cross. Went forward on the forecastle and there looked out on the waters as the ship ploughed her way through them, and all the stars glittered in between the spaces of the sails and rigging, and everything was silvered over by the light of the moon. "Quam magnificata sunt opera tua, Domine! omnia in sapientia fecisti; impleta est terra possessione tuâ. Hoc mare magnum et spatiosum manibus; illic reptilia quorum non est numerus, animalia pusilla cum magnis: illic naves pertransibunt: omnia a te expectant ut des illis escam in tempore. Dante te illis colligent; aperiente te manum tuam, omnia implebuntur bonitate. Sit gloria Domini in saeculum: laetabitur Dominus in operibus suis."—Psalm ciii. 24-31.

Oct. 5th.—Morning service on main deck. At noon had made 146 miles, our best run hitherto, giving us an average of six knots, though the wind has never been more than five, port stunsails set nearly the whole time. After evening quarters got the screw down, furled sails and commenced steaming as we had to alter course, hauling up for Gibraltar.

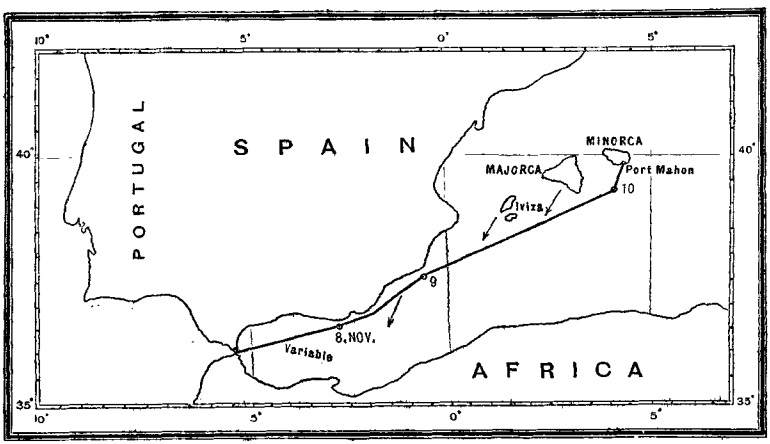
Oct. 6th.—Rose early and saw the sun rise right ahead at 5.30 A.M.

"Bluish 'mid the burning water, full in face Trafalgar lay;
In the dimmest north-east distance dawned Gibraltar grand and gray;
'Here and here did England help me; how can I help England?'—say,
Whoso turns as we, this morning, turn to God to praise and pray."
—R. BROWNING, *Home Thoughts from the Sea.*

Seventy-four years ago this very month, these capes and bays were witness to that, the memory of which this morning fills our minds. On the 21st October, 1805, twenty-seven English ships of the line and four frigates engaged thirty-three French and Spanish ships of the line and seven frigates. Nelson had pursued them out to the West Indies, and back again to Cadiz: while Napoleon was waiting at Boulogne to invade England. He came up with them here, and here completed the work of his life. Nelson was wounded a quarter before one, and died at half-past four same afternoon, only forty-seven years old: "and though he fell himself in the hour of victory, twenty French sail had struck their flag ere the day was done. The French and Spanish navies were in fact annihilated. From this time the supremacy of England at sea remained unquestioned, and the danger of any invasion of England rolled away like a dream." (Green, *History of the English People*, vol. iv. p. 362.) Cape Spartel on the African Coast stands up through the mist which now begins to settle on the horizon, owing to the Levanter which we begin to meet blowing full in our faces out through the Straits. We passed a French convict ship, an old two-decker sailing out westward before it; shortly after, Tarifa, a Moorish-looking town on the yellow-grey Spanish coast, and so came in to our anchorage off Gibraltar at 11.30 A.M. The Rock stretches in all its long and jagged magnificence in front of us; the bumboats from the shore at once come clustering round the ship. At 4.30 P.M. we landed by the Mole and walked up through the Alameda or public promenade grounds to Captain Edye's, (senior naval officer here), and so had our first sight of palms, aloes, and other semi-tropical trees and flowers growing in the open. These have a dusty look by the roadside. Some Moors, handsome, stalwart, well-made men in white robes from Tangiers, and turbaned; pony carriages with awning stretched on iron canopies, (and let out for hire as cabs), and many English soldiers passed us. Captain Edye gave us bananas, figs and pomegranates grown in his garden, which he told us the monkeys had spared. Round the house the bougainvillea creeper with its purple flowers grows most

luxuriantly, climbing up over and hanging in festoons from all the trees around: the heliotrope also is flourishing in great bushes. We walked on up to the Jewish cemetery and by the Europa barracks. Just before dusk we had a fine view both of the African coast across the Straits to the south, and of Algesiras on the Spanish mainland to the west over the bay. Then down to the Mole steps and off to the ship, through a mass of phosphorescence which literally covered the whole surface of the water, and ran like molten silver from the oar-blades of the crew.

GIBRALTAR TO PORT MAHON.



Date.	From Previous Noon				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon	6 P.M
Oct.					N.	W.	°	°	°	°
7	...	...	...	...	...	...	67	69	72	70
8	N. 78 E.	...	124	Light Airs	36·32	2·51 E.	70	70	75	74
9	N. 67 E.	...	186	E.N. 2	37·41	0·45	70	70	76	73
10	N. 57 E.	...	181	N.E. 2·3	39·19	4·1	70	70	74	71
			32							
Total distance..... 523 miles.										

Oct. 7th.—Got our letters and newspapers, and heard for the first time, to our surprise, from England of the "Mutiny" and dis-

turbance on board the *Bacchante*. After posting our mails, weighed anchor at 3.35 P.M. under steam, and proceeded round Europa Point with its barracks and flats for exercise and drill into the Mediterranean, which was perfectly calm and covered with phosphorescence. There was much mist on the surface of the water, though the stars could be seen clearly overhead.

Oct. 8th.—At 8 A.M. had our first sight of the Sierra Nevada of Granada; the snow-capped hills stood out above the clouds which hid their lower slopes, although the lesser hills nearer the coast were clearly seen in the dark foreground. It is the highest range of hills in Spain; even in summer the snow does not entirely melt on their summits. The Spanish coast was in sight all day; there are apparently three tiers of mountains one behind the other. The thermometer is over 75° and it feels very warm. We have begun white trousers and cap covers to-day and have got a bit of the awning spread.

Oct. 10th.—The mountains of Majorca are visible in the distance on the port beam. From 11 A.M. to 12.30 P.M., practised firing at a target, four rounds from each gun, one of these from each side as an electric broadside for the first time; the small-arm men popping away 300 rounds of Martini ammunition and the Gatling gun discharging 240 rounds (one drum full) into the sea. Soon after noon sighted the coast of Minorca bearing north. We entered and steamed slowly up the long harbour of Port Mahon. The bay is three miles long; its average width is only 400 yards, though in some places it is three times that distance across, and runs away into many coves and sheltered little nooks. We pass, on the left or western horn of the entrance, the ruined fortress of San Felipe, which was built for Charles V. Here are the graves of many of the British soldiers. Immediately opposite, on the more lofty and eastern horn of the entrance, La Mola, we see numbers of Spanish workmen busily engaged in erecting large and very extensive fortifications, which are said to have cost already more than 300,000*l.*, and which would require 4,000 men at least to man them. A little further on we pass a small rocky island on which stands the quarantine establishment, opposite to George Town or Villa Carlos, on the western shore; and further on again two more islands, the larger one of which is covered with the yellow walls of the hospital built by the English when here, until we anchor, 4.30 P.M., in eight fathoms, just off English Cove and almost alongside Point Figuera, round the corner of which the town of Port Mahon itself is situated. We hoist the

heavy yellow and red folds of the Spanish flag at the main; and salute it just before the sun goes down with twenty-one guns.

Minorca, the second in size of the Balearic Isles—(that take their name from Ballo, because their inhabitants were good throwers), was early colonised by the Phœnicians, and afterwards passed into the hands of the Carthaginians. It contains the finest harbour in the Mediterranean, within it a large fleet of line-of-battle ships can lie in seven fathoms of water safe from every wind that blows. This harbour was called "Portus Magonis," either from some early Carthaginian explorer of that name, or, as seems more probable, after the younger brother of Hannibal himself, who, when he was ejected from Spain by the Romans passed over to Minorca and spent the winter there. The name has now been softened into Port Mahon. The Spaniards have a saying about it that "the ports of the Mediterranean are June, July, August and Port Mahon." The possession of this harbour made the island of Minorca a bone of contention among all the maritime powers of Europe throughout the last century. In 1708 it was attacked by General Stanhope, and capitulated. When the general was afterwards raised to the peerage he received as one of his titles the name of the place which he had won; and thus, in the strange vicissitudes of human fortune, an English nobleman bears the name of the brother of Hannibal and also of the reputed founder of the Carthaginian empire itself. The English held it for nearly fifty years, till it was taken by the French in 1756, but restored to Great Britain in 1763, and held by us for another twenty years, then lost again in 1782, recaptured in 1798, but finally given to Spain by the treaty of Amiens in 1802, as two years previous to that Malta had been acquired by us as a Mediterranean harbour further east.

AT PORT MAHON.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Oct.					
11	N.E. 1·2	64°	64°	71°	70°
12S.	N.E. 1	65	64	70	70
13	S.E. 1	65	64	72	72
14	S.E. 1·2	65	65	72	72
15	Variable 1	64	63	71	70
16	N.E. 4·7	64	63	60	59
17	N. 7·2	63	64	62	60

Oct. 13*th.*—Soon after noon went ashore, met the vice-consul (Don Gabriel Segui), and with him visited Don Jose Oliva's collection of pictures, amongst which are several Murillos, a Rubens, a Memling, and others worthy of note. He had also a nice little lot of old armour and antique pottery. In the afternoon went to hear the organ played in the cathedral; this is said to have been a gift of George II. when the English held the island. A selection of six or seven pieces, most of them, however, dance music, was played by the organist to bring out the effect of the various stops; we joined him afterwards in the organ loft, and one of our number tried his hand at playing the instrument. We then went on to the dock-yard, which is on the opposite side of the harbour, which we crossed in a couple of small boats, to see in the workshops there a little model of an invention of the head carpenter's for striking and swaying up topmasts without sending any men aloft. The machine was worked by a crank on deck. Pretty enough as a model, but—. There was also a very fair collection of models of various kinds of ships. Then over the water back through the town, the houses of which are very substantially built, with large blocks of stone of a different kind from that found hereabouts: the streets are all flagged and are cool and clean, as there is not much traffic in them, and not more than three or four wheeled vehicles in the whole place. The stonework on the quay looks as if put together by English hands. As a fact, nearly all the present government buildings were built by our engineers when the island was in our possession, which was the period of the island's greatest prosperity. We then went to the linen manufactory, where we saw the steam looms at work, most of the hands (over 350) engaged here are women. On returning on board we had a good bathe from the ship's side.

Oct. 14*th.*—Bathed again before breakfast, and then at 10 A.M. went ashore—a party of six ward-room and eight gun-room officers. Met the vice-consul at the custom-house and drove up through the town in "two coaches" (which were antique and rather shaky omnibus-like constructions) to the Plaza, where he had ordered three "jack-asses" to meet us and on to which three mids transferred themselves. We went first to San Louis, along a capital road made by the French (when they held the island), who designed this to be the chief town, but it never grew beyond a few houses, a church and a small market-place. After going about a mile, or half way between Port Mahon and San Louis, we turned off down a country lane, winding amongst walls of stone gathered off

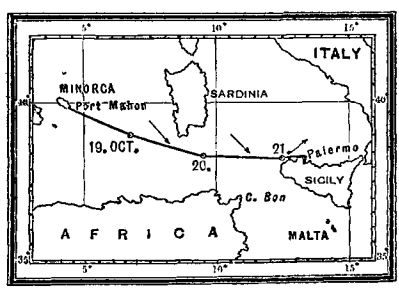
the fields, to the Talayot Trepuco. This is apparently an ancient altar in the shape of the letter ┳, the table-stone, supported on the summit of one other only, lies lengthwise, due north and south. In all the fields, which are very stony and inclosed with stone walls, there is very little growing except cactus, on which the prickly pears are now ripe. Here and there, however, the surface has been scraped by a plough, but with little effect, except to make still more manifest the stony nature of the soil; there seems scarcely an inch of vegetable earth upon it anywhere. The land is cut up into very small freeholds; there are said to be no less than 2,000 such holdings in the neighbourhood of Port Mahon. On again to San Clemente, getting a fine view of the south side of the island, which is broken up into a number of little bays and headlands. We had brought our lunch with us in baskets furnished by the first lieutenant, and these we now unpacked in a large and cool *salle-à-manger* belonging to an unoccupied house of one of the cousins of the vice-consul, from the garden in front of which there was an uninterrupted vista seawards. Afterwards we drove on to the Talayot de Dalt, also in the shape of the letter ┳: this points endwise, due east and west. There is another large curious sloping stone at an angle of 45° on its eastern side, as if to prop up this end. Round this cromlech was a circle of stones, and also close by two caves constructed of smaller stones like long flat-topped pyramids, evidently for burial, apparently in imitation of a third natural cave close by that had been used for the same purpose. As the evening was now coming on we drove down the hill into the town along the road, the sole remains of the French occupation of seven years, and so off to the ship.

Oct. 15*th.*—Bathed again in the sea, the temperature of which was 70°, and then off at 9 A.M. in "three coaches"—a party of eighteen—for Monte Toro in the centre of the island, and higher than either Snowdon or Ben Nevis. This day's excursion cost us 75*s.* 10*d.*; yesterday's cost in gross 48*s.* 8*d.* We drove along a dusty road up to the head of the harbour, which extends quite half a mile beyond the town. Many palm trees grew beside the road, which soon leads over a broken bridge, and out through a more fertile country than that we passed through yesterday. In the fields the peasants are using the primitive wooden plough, which is more suited for this rough and stony soil than would be that of the English. After passing the village of Alayor, we arrived at the foot of the hill about noon, and there left the "coaches" and walked up to the

monastery which is perched on the summit. One young priest is now alone in charge: he received us in the open courtyard, in the centre of which was a large well whose sides and mouth were covered with maiden-hair and other ferns, and then conducted us into the chapel. We saw there the grotto where the sacred wood-carved image of the Virgin—which had been hidden away when the island was ravished by Moorish pirates—was deposited in haste and forgotten until the mysterious actions and ruminations of a bull once more disclosed to the faithful its whereabouts. We could not help being reminded of certain Mithraic pictures when we saw the statue of the Virgin with the bull at her feet. The little original wooden image of the legend is shown up stairs behind the high altar; and all round in the small chapel close to it, is a collection of *ex voto* offerings, consisting chiefly of Spanish sailors' hat-ribbons and shirts and other portions of clothes, and the usual wax figures of limbs, etc., as the goddess is held in special reverence by seamen, and her shrine is visible on high from all sides as they approach the island. It was only last year that there was a large pilgrimage of devotion to this very spot on the occasion of the Papal jubilee. We lunched in the old refectory, and afterwards went up to the top of the tower of the convent, nearly 5,000 feet above the level of the sea, from whence Majorca was visible, twenty-five miles away to the south-west. The whole island of Minorca, twenty miles long and eight miles broad, bounded by the sea, glistening in the sunlight, and with its coast indented by bays, lay at our feet. There is a strange-looking line of dark hills, volcano-like, running right across the island. Coming down we picked and ate the prickly pear for the first time, and those who did so incautiously carried the remembrance of it for some time afterwards on their lips and fingers in the shape of little white and numberless soft thorns, which had the faculty of intruding themselves everywhere. The soft interior of the pears, of a bright orange colour, was very refreshing in the warmth of the day, and the taste resembles a mash of medlars slightly flavoured with hips and haws. The vice-consul told us they were good for the health, and that he himself consumed a dozen every morning for his breakfast with his cup of chocolate. Going home, some of the mids skylarking, got down to play banditti, and jumped out from the side of the road to seize the horses' heads, but were left behind to walk home by their comrades, who whipped the said horses on, and arrived at the ship at 5.30 P.M.

Oct. 15*th.*—After school landed with the captain and a couple of our gunroom messmates to shoot partridges on the "Golden Farm," immediately to the east of where we lay. An old man went with us with his dog Leila to show us the way. After walking up and down in the furze and heather all the afternoon, the party, however, only bagged three. There was a good wind and a few showers, and we had a sharp appetite for our lunch, which we had brought in our pockets and ate on the hillside under the shelter of some stones. Another party went in a boat down the harbour and outside to try and shoot pigeons, but were not very successful. The next day the wind shifted round to the north and there was a change in the temperature of nearly 10°.

PORT MAHON TO PALERMO.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Oct.					N.	E.	°	°	°	°
18	...	...	...	...	...	...	64	64	65	64
19S.	S. 66·30 E.	105	12	N.W. 5·4	39·5	6·40	64	64	67	66
20	S. 74 E.	134	...	N.W. 3·4	38·28	9·26	65	65	70	68
21	S. 85 E.	145	...	S.W. 4·5	38·16	12·27	64	64	69	71
		47								
		431	12							

Total distance..... 443 miles.

Oct. 18*th.*—Left Port Mahon under steam at 2.15 P.M., and proceeded down and out of the harbour; when clear of this we at once stop steaming and raised the screw, made plain sail to a fair wind from the north-west, our course being south-east, and thus went on our way through the bright night towards the Sicilian shore.

Oct. 19*th.*—Usual services, the wind nearly right aft and therefore slight motion. The effects of the turron, a white rock made of pressed almonds, sugar, and meal (the great Spanish sweetmeat), which had been somewhat extensively purchased and eaten at Port Mahon are manifestly visible in some members of the gunroom mess, so that with a wise compunction, many cakes of it remaining unconsumed were consigned to the deep.

Oct. 20*th.*—A beautiful bright day, and we are sailing as steadily and smoothly as possible. By noon we have made 134 miles. Cape Spartivento and Sardinia have been on our port beam all the morning. At 11.30. P.M. we were all rousted out for night quarters.

Oct. 21*st.*—A fine bright morning, going along delightfully, over six knots. Mids' drill with dumb-bells before breakfast started. At 9 A.M. the Ægades were on our starboard beam, and Maritimo, at whose rocky appearance we were reminded of the vision in Turner's picture, in the National Gallery, of the Cyclops. About noon picked up the lovely coast of Sicily and opened the Bay of Castellamare, whose slopes are clothed in vineyards down to the water's edge, and with a valley running up inland, which in its turn is covered with olive trees, while above, on the top of San Vito, is a strange-looking fort. All the afternoon we sailed along skirting the north coast of the island; the line of hills, both those near and those distant, being very picturesque with their reddish-grey and sometimes purple colours. About 6 P.M. we tacked and rounded the promontory of Monte Pelegrino and came in sight of Palermo. We tacked several times to get into the bay, as the wind was very variable under the high land, until it came off in a violent squall with much rain, and we had to let go the anchor in thirty-three fathoms, the cable running out to a clinch (150 fathoms) at 7 p.m.

AT PALERMO.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon	6 P.M.
Oct.		°	°	°	°
22	N.W. 4·7	65	64	66	65
23	N.W. 2·4	64	65	62	60
24	Variable 1	65	64	62	60
25	Calm	63	64	62	60
26S.	N.E. 1	64	64	65	64
27	N.E. 1	65	64	69	67

Oct. 22*nd.*—At 8 A.M. hoisted the Italian flag at the main and saluted it with twenty-one guns, and at 10 A.M. the vice-consul, Mr. Rose, came off to call, and was saluted on leaving with seven. The weather was squally and showery with fitful gleams of sunshine; no one landed except the captain to pay official visits. The view from where we are anchored (about two miles from the shore) is bounded by the high hill of Monte Pelegrino on the right, with the statue of St. Rosalia on the summit; round behind this stretches the valley of Concha d'Oro; immediately in front is the amphitheatre of high hills of bold and varied forms; beyond Palermo the monastery of Mon Reale is clearly visible on their slopes five miles away, and the straight line of road stretching up from the town to it.

Oct. 23*rd.*—After morning school Eddy and three mids went with the captain up Monte Pelegrino, and to the grotto where St. Rosalia's bones were discovered in 1626.

Palermo is the old Greek and Roman Panormus. Founded by the Phœnicians it became the capital of the Carthaginian possessions in Sicily: was taken 254 B.C. by the Romans from the Carthaginians—an almost virgin fortress which had never yet been taken but by Pyrrhus—the Carthaginian capital of the island, the head-quarters of its armies and fleets, and was held by Metellus when he beat off Hasdrubal and took the first elephants as trophies from the Carthaginians, and sent them up across the Straits of Messina to Rome.

Seven years afterwards Monte Pelegrino was suddenly seized by Hamilcar, to command Palermo, then in the hands of the Romans. This hill, like Eryx, rises to a height of 2,000 feet, but on two sides sheer from the sea: a third side rises equally perpendicularly from the plain of Concha d'Oro, while by the fourth alone, which directly faces Panormus at a distance of a mile and a half, is the plateau at its top at all accessible. This stronghold Hamilcar seized, and held for three and a half years, in sight of the Roman garrison at Panormus; and in spite of all their efforts to dislodge him, left it at last only of his own free will, to occupy a similar position elsewhere. At its base is a little cove into which his light ships might run with pirate spoil, accessible from the plateau he occupied, but not from other parts of the shore. There was an abundant spring of water on its summit, and the plateau he was able to cultivate with success. From the rounded top that crowned the whole was a post of observation to observe all the country round, and in case of need

it would be an acropolis. The ultimate result of Hamilcar's patient struggles here was the victorious march of his son Hannibal on Rome. Day after day he sallied from this natural fastness, like a lion from his den, on to the fair plains of Sicily; or with his galleys from the cove to attack the other Roman towns in Sicily or Italy: till he retired to Eryx—a similar stronghold, forty miles to the west, and held that for two years, till the battle of the Ægatian Islands won by the Roman fleet over that of Carthage, ended the first Punic war, the longest and the greatest the world had then seen, and one in which, perhaps, the loss of human life was greater than in any other war waged on earth, to be followed by twenty-two years of peace. Sicily then fell wholly to Rome, but with its prosperity gone, which it has never wholly recovered, and its cities wasted.

Oct. 24th.—Landed at 10 A.M. with a party of six officers from the ward-room, and a dozen from the gun-room, and went with the consul, first to the museum, where we saw, amongst other things the oldest Greek sculptures known, discovered in 1826, at Selinunte; the feet of the female figures, in the ten metopes, and their arms and hands were of white marble, but not those of the male figures which are of the same dark brown stone throughout. In the same room were some old Phœnician stone coffins, and in the next many Etruscan and Roman sarcophagi with reclining figures on top, most of these rested on their left elbow, and each was holding an obolus: the wistful, eager look on some of the faces, as they lay waiting for Charon was very striking, that on the face of one figure of a blind man especially so. In the same building there is a large collection of pictures, but only a few are worthy of notice; the chief treasure is a small triptych of the school of Van Eyck, which is shown in a little room by itself, representing the Virgin with Child between St. Catherine and St. Dorothy.

We then drove off in three carriages to Monreale, through the town which forms a parallelogram, and is divided into four quarters by four broad streets, and where these intersect in the centre of the town there is an octagonal space with four groups of statues. One street, the Corso Vittorio Emmanuele, over a mile long, stretches straight away from the Porta Felice on the esplanade, up past the cathedral and the palace to the Porta Nuova, whence the road leads out to Monreale. The other main street which cuts this at right angles is the Via Macqueda, which they have rechristened Via Garibaldi. Up the hill to Monreale for the

greater part of the way the tramcars run, until the road, about half a mile from the church, becomes too winding. We were entertained as we drove along by stories of the brigands, and one house just outside Monreale, on the left-hand side of the road going up, now in ruins, but still, in its square tower-like shape, bearing evidence of its former strength, was pointed out to us as the spot where, last year, a band of these gentlemen made their final stand, and were shot down by Bersaglieri. We drive up to the front of the church which we enter through the bronze gates at the end of the nave.

The white marble sides of the basilica with the mosaic pictures running along all round the church above, and covering every foot of the walls and arches, represent scenes from the Old and New Testament: they end with a giant figure of Christ over the central apse, under whom is represented the Madonna on her throne: the impression apparently sought to be conveyed, by the whole, is the linking together of earth and heaven, by means of the Incarnation.[1]

[1] Sicily was conquered from the Arabs (1060) by the Normans, another offshoot from the race who just about the same time took England from Harold. Under them the Greek and Arab elements continued to subsist in the population, the Greek and Arab languages held their own beside the Latin, and the established industries continued to flourish. The workshops for the silk embroidery and Arab and Byzantine art were close to the royal palace.

The mosaics date from the beginning of the eleventh century, and the earliest were executed by designers who had come from Constantinople. They were assisted by native workmen, their pupils drawn from the Greek and Arab population of the island; on the best the inscriptions are Greek, on the inferior, Latin.

Roger, son of the first Norman conqueror (d. 1154), assumed the title of King of Sicily; the best mosaics belong to his brilliant reign. The other churches of Palermo, in the architecture of which early Christian, Byzantine, and Arab elements are fantastically blended, are everywhere covered with mosaic pictures, in the Byzantine mode of decoration in all its splendour.

"The great mass of ornament produced in Sicily during the reign of King Roger is a lasting witness of his exemplary government, under which, thanks to regular administration and sound finance, this land enjoyed the highest prosperity. Court patronage of art was interrupted during the licentious reign of his successor, William I., who was sunk in Oriental luxury. But again under his grandson, William II. (1166—1189), the last prince of this house, there arose the cathedral of Monreale, begun 1172, through the private munificence of the king, and the chief ecclesiastical monument of his dynasty."

The mosaics at Monreale form a series more extensive and of greater richness than those in the other churches. Stories from the Old Testament fill two rows along the upper walls of the nave from the entrance; they are bordered above by a rich ornamental frieze with busts of angels; the side aisles and the transept, as the continuation of these, contain the whole of the Gospel story. The scenes from the childhood of Christ find their place just at the arches of the central dome above figures of patriarchs and prophets; the Annunciation surmounts the arch of the tribune, as in the Capella Palatina; and again, as there, the vaulting of the apse is occupied by a colossal half-length of Christ, while on the wall below this sits the Virgin enthroned with the Child between two rows of saints. Two pictures of King William II., first as crowned by Christ, and next as presenting the model of the church to the Madonna, are placed

We went up into the choir, and into the sacristy, and were shown the images of silver, and the jewelled crosiers and the Archbishop's mitre and other treasures; but many of these are said to be sham. There was, however, an old chest with a real Arabic inscription on top. We went on into several side chapels, in one of which was some most intricate wood carving, both on the doors and round the sides. From these we went out to the cloister quadrangle with its arcade of pointed arches, twenty-five on each side, and, after walking round, examined the 200 capitals of the pillars, no two of which are the same, though all are most elaborately carved either with figures or foliage; the pillars themselves were originally adorned with different patterns in mosaic, though this is now gone in many places. Then into the refectory with its white marble floor, and a fountain in the centre with St. Benedict looking down on the emptiness around, for since the secularisation of the religious houses none of his followers are allowed openly to show themselves in his habit. Here we unpacked our baskets and had lunch: a few children looking on. These youngsters we were told belong to a small school established by government in some of the outlying buildings of the monastery, the sole representatives of learning supported by the confiscated funds of this once flourishing and world-famous endowment.

We drove back to the city, stopping at the Ziza (about a mile outside the Porta Nuova), a square, Saracenic building of three stories; on one side is a sort of recessed hall, vaulted with Alhambra-like decoration, and a fountain in the pavement below.

in the transept over chairs of state. The mosaics were all finished before the death of the king, 1189.

"The Sicilian mosaics are free from all the barbaric features of Italo-mediæval art. The old Byzantine tradition prevails in them, according to which everything is prescribed and unalterable—the types, the choice of motives and figures, and the mode of conceiving them, the arrangement of the picture in its given space, are deeply-studied and invariably simple, so that the eye of the spectator quickly finds itself at home," and is able to realise the symbolism wherein the mystery of the Incarnation of the creative Word is always set forth in its various stages, past, present, and future. "The principal figures are dignified and solemn, well proportioned, and not too attenuated. Motives of great beauty and nobility often appear, as in the angels in the dome of the Capella Palatina. In many of the saints dignity is often near to grimness."

"Great precision is shown throughout in the fitting of the glass cubes—a point in which these Sicilian mosaics far surpass those of Rome of the same period. The gold ground everywhere prevails, and the colours are finely brought into accord with it; the modelling is powerful with delicate greenish-grey shadows in the flesh, all the colour effects attainable by the art, as shading with a second colour and laying on the light of the draperies in gold, are brought into requisition."

This description of the mosaics is taken from *History of Painting*, p. 341, Woltmann and Woermann, edited by Sidney Colvin.

Then on to the Capuchin monastery, and down into the catacombs. This was one of the sights of Palermo in most favour with the blue-jackets; nearly all found their way here when on shore. The catacombs are lofty stone-arched vaults extending beneath the church, and all along their sides, right up to the tops of the arches, are deposited the bodies of the dead entrusted to the keeping of the monastery. These bodies are first of all buried for one year in the dry soil outside, which exercises a peculiar preserving power upon them, so that when they are dug up at the end of that time and brought into this place they can be then kept for as long a time as their relatives or friends desire to come and see them on every 2nd of November, or All Souls' Day. The bodies are arranged in every attitude, some sitting, others standing or lying down, and are representative of every age and station in life—old and young, boys and girls. In some cases alongside or on the breast of the mummified and grinning skeleton of the dead is hung a small likeness or photograph of the same in life, and in others the little brown and dried-up corpse of a baby is decorated with silks and lace, and laid out in a handsome cradle beneath a glass shade. The whole effect is very ghastly. While we were there a man arrived and asked to be shown the remains of his relative, and was at once taken by the custodian down one of the aisles to the case said to contain them; after regarding these, however, for some time with care, he began to whine and complain that they were not really those of his friend, so was led piteously complaining up and down the place until at last they found the right coffin.

Oct. 25th.—Went with party to visit the cathedral. The old one was built by an Englishman, who was archbishop here in the twelfth century. Only the crypt of that now remains, and in that he is buried. The pillars of the triple porch were formerly used in a Saracen mosque. On first entering, the contrast of the Italian style of the interior is very great to that of the Gothic of the outside. In the south-west of the nave we saw the red porphyry sarcophagi and hearse-like canopies of the Norman kings and German emperors, dating from 1154 to the close of that century; then up to the shrine of St. Rosalia in the chapel on the south side of the choir, in which are some beautiful arabesque carvings in marble. Behind a brass grating in the wall is the solid silver chest weighing nearly a ton made in 1631 to contain the bones of the patron saint.

After walking round the outside of the cathedral we drove to the Palazzo Reale; and went into the Capella Palatina. It was

fortunately a sunny day, and thus the mosaics which incrust the whole interior of the church, roof and walls, were able to be examined. They are more impressive even than those at Monreale, being smaller and older and more concentrated. Large coloured plates of them are being published in a work entitled *La Capella di S. Pietro nella Regia di Palermo.* This building was begun 1132, and most of the mosaics were finished eleven years afterwards. The pavement and lower panelling of the walls in marble and porphyry surpasses in finish, if that were possible, even the works of the South Italian mainland. The columns of the nave are alternately of Egyptian granite and white marble. They come from old Saracenic buildings. In the upper part of the pictures on the west wall is a full length figure of Christ enthroned between St. Peter and St. Paul; the centre nave has figures of prophets between the arches, and scenes from the Old Testament; on the side aisles are the stories of St. Peter and St. Paul, and in the transept the Gospel history. Grandest of all are the compositions closing in the end. In the main apse the Virgin prays with uplifted hands, enthroned among saints; and in the vaulting there is a gigantic half-length figure of the Saviour teaching, and two corresponding half-lengths of apostles in the side apses. The Annunciation is depicted above the arch of the tribune; then come representations of niches in mosaic, with saints in the drum of the dome, and above in the dome itself stand the archangels with large wings; each holds in his right hand the wand of a messenger, and in his left the globe marked with the sign of the Cross, as belonging to the Lord; each is habited as warrior, or deacon, or civilian; and in the centre of the dome is a picture of Christ's head as the Word, with book in left hand, and the right upraised in blessing, the fingers arranged as in Greek rite. The Greek inscription runs round the circle, "Heaven is my throne, and the earth the footstool of my feet, saith the Lord Almighty."

We then went to the church of S. Giuseppe in the city, and down into the crypt beneath, where there is a strange shrine containing the original mosaic of the Virgin, before which King Roger was crowned; and several other mysterious altars, before one or two of which devotees were earnestly praying. Then to La Martorana, which is being restored to its original size, and the renaissance additions made in 1590 and 1685 removed. Beneath the steps of the quadrangular chapel at the east end we saw the foundations of the three old semi-circular apses. The two mosaics

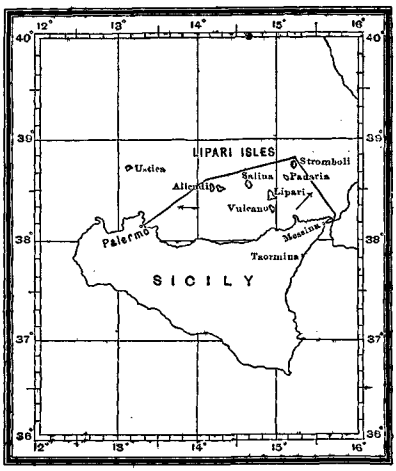
on either side the nave, King Roger crowned by our Lord, and the admiral of King Roger dedicating his church to the Virgin, are the only ones that were saved when the western end was taken down in the seventeenth century. Scaffolding was erected all over the interior, and apparently the ancient mosaics were being rather knocked about. The pictures from the legend of the Virgin in La Martorana (Santa Maria del Ammiraglio, founded 1143) were completed, according to an inscription in the apse, A.D. 1148. The semi-dome of the apse is here again filled with the bust of Christ; on the wall immediately below appears the Virgin between angels, and two lower bands contain the apostles, while the walls and arches of the presbytery are decorated with busts and figures of Old Testament personages and saints. The old square tower with four stories, each smaller than the one below it, stands apart from the church.

We drove thence to the Hotel des Palmes. This and the Trinacria at the other end of the town are kept now by the same landlord—Ragusa. He bought the house from Ingham, the wine merchant. It contains numerous rooms opening on to a flat roof and looking out into a pleasant garden, and on to the English church close by. We had a regular Sicilian lunch, and tasted many sorts of native wine. In the afternoon we drove out to La Favorita, a Chinese palace built by King Bomba. We went over this, saw the room painted to resemble the interior of a damp and mouldy cavern; even mildew and slimy fungi on the roof were imitated. We saw also the room in which the dinner was served without attendants, the table sinking beneath the floor at the end of each course, and then rising again. The best thing in the palace was the view from the summit, with its two glimpses of the sea, one by Capo di Gallo at the northern end of the valley, and the other beyond Palermo at the southern. Returning we visited the Villa Whitaker and its fine gardens, after walking in which some time we drove back in the dusk and then went off to the ship.

On Monday the 27th the *Bacchantes* had their first cricket match, it was played between two elevens of officers and men: first half of the Alphabet against the second; the latter winning, their score being 124 against 118. We had lunch on the ground, which was the plateau at the foot of Monte Pelegrino, from which a wide view over the town. Some of the party besides set up lawn-tennis nets. Before going off to the ship visited the

preserved fruit shop in the centre of the town, where there was a glorious collection; took a box on board and sent another home to England to sisters.

PALERMO TO MESSINA.



Date.	Distance. Steam.	Wind.	Temperature.			
			Sea.		Air.	
			Noon.	6 P.M.	Noon.	6 P.M
Oct.						
28	...	E. 2	64°	66°	68°	66°
29	120	S.W. 2·3	69	70	68	66
30	13	S.W. 3·4	69	68	67	65

Oct. 28th.—Had a good bathe from the ship's side before morning drill. After sending our mails ashore we left the anchorage off Palermo under steam at about 4 P.M., proceeding thirty revolutions, draught of water forward nineteen feet six inches, and aft twenty-four feet three inches. When we weighed the whole bay happened to be covered with small boats, the men in which were shooting larks. These birds were making for the shore in great numbers, migrating southwards from Europe, and were thus welcomed on their arrival. For some time after we had got under way we could hear the imitation bird-calls, used by the Sicilians to lure

them to destruction, and the almost incessant popping of the scatter-guns. It was a beautiful moonlight night. Before turning in we had passed Alicudi.

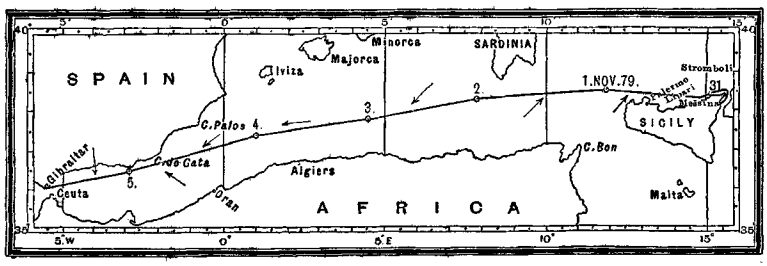
Oct. 29th.—Up at 5.30 A.M. to see Stromboli and found we were steaming slowly along its northern side which rose in a dark triangular mass in the dusk of dawn, over 3,000 feet high. The cone on the summit was only smoking, but halfway down the side towards us three flames in succession broke out and played about like will-o'-the-wisps. About 7 A.M. we heard a rumbling as of a discharge of cannon. As you look up at the jagged edges of the crater with a little imagination it would be easy to believe they were figures of demons or anything else. We steamed slowly all round the island, on the east side of which is a small village and landing place, and then shaped course for the Straits of Messina. After breakfast we saw Volcano, the most southerly of the Lipari group smoking in the distance to the westward. Shortly after 11 A.M. passed Italian fleet, two ironclads and a gunboat steering north. We saluted the rear-admiral's flag with thirteen guns as we passed, which was returned by his flagship the *Venetia*. It was afternoon when we steamed slowly down the straits and had our first sight of the Scylla Rock on the Italian shore, and of Charybdis the small whirlpool formed by the tide under the opposite shore of Sicily close to the Faro. The winds and currents are, and must always have been, uncertain in these straits, and their navigation for small sailing ships, especially when there is very little wind and consequently a great deal of drifting, difficult. The high table-land of Italy seemed to tower up on our port-hand, and its mountain-perched towns, yellow-walled, flat-roofed, and tiled, were exactly like the pictures we had seen of them in Turner's illustrations. We anchored off Messina outside the harbour at 2.40 P.M.: and received here a despatch from Admiral Hornby Commander-in-Chief of the Mediterranean squadron recommending us to proceed to Catania as it was the best place from which to ascend Etna as he himself had lately done. He stated that he would be unable to meet or inspect the *Bacchante*, but wished her a very pleasant cruise when she left his station.

Oct. 30th.—Left the ship at 4 A.M. and landed, a party of seventeen, in two boats at the quay, drove to the station and took the train which left at 5 A.M. for Taormina. The railway runs

along the coast within sight of the sea most part of the way, and crosses several broad watercourses, at this time of the year dry and filled with boulders; it is only in the spring that they are torrents; the old forests have for the most part been cut down and burnt, but the cactus hedges stretch away on all sides, as well as the olives, some of the cactus trees of great thickness and age. The monasteries have all been secularised and their lands sold by the Government for two million pounds, those who first purchased them have since resold them at much profit. The depreciation in the currency so that twenty-eight francs of paper money is equal to one pound English, tells its own tale. On arriving at Taormina we walked up the hill, 700 feet above the sea, taking three-quarters of an hour about it, to the Hôtel de Belle Vue. Some of the party rode on donkeys and a few went in the carriage, those who walked were able to cut off the corners of the winding road. We breakfasted at the hotel and afterwards walked through the town by the Saracenic palace in the market-place and in front of the church, with its painful statues of souls enduring the tortures of purgatory, up to the peak of Mola, two thousand and eighty-three feet, with the village of the same name at its summit. It was a fine climb and the view looking down over the mountainous valleys covered with vines and olives, and away to the sea, was magnificent. We were to have gone up Monte Venere, but it was too wet and its summit was covered by a cloud. The top of Etna too is cloud-covered to-day but the long and grand slope of its eastern side stretching away up to the spot whence the recent eruption took place and from which smoke is still issuing, is clearly visible. We then walked on to Santa Maria della Rocca, where the Saracenic ruin on the summit is finer than that on Mola. All the soil hereabouts is volcanic, and we gathered specimens of the three several kinds of lava that have been ejected from Etna at various times, and which are very distinct the one from the other. We then went back and up to the Greek and Roman theatre which was the most interesting thing we saw that day. It is difficult to say whether the view off the terrace on its very summit looking away towards the north, or that to the south looking out across the ruined stage, is the more extensive and impressive; below on the left is the sea, blue and smooth, on the right the mountain ranges green and brown, in front the red Roman brick, and the grey marble of the older Greek building;

all these colours contrast and harmonise together in the foreground, while in the distance rises Etna in its majesty. We were shown, amongst other antiquities, the torso of what is said to be the Eros of Praxiteles. We walked down to the station past a number of Saracenic tombs on the hillside; they are hollow plastered receptacles, each just large enough to contain a human body, and arranged above each other in tiers, but have lately been cut through by the road; the bones of many Saracens are still lying in them. We got into the train at 4 P.M., and were on board the *Bacchante* again at Messina by 6.30 P.M.

MESSINA TO GIBRALTAR.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Oct.					N.	E.				
31	...	...	33	...	38·21	15·7	68	68	70	68
Nov.										
1	N. 88 W.	...	154	S.W. 1·2	38·25	11·52	68	68	67	65
2S.	S. 86 W.	...	189	S.W. 1·2	38·16	7·52	69	69	68	66
3	S. 80 W.	...	162	N.E. 3·6	37·49	4·30	69	69	67	65
4	S. 79 W.	172	...	E. 3·5	37·16	0·58 W.	68	68	61	64
5	S. 75 W.	191	...	N.E. and S.E. 6·4	36·27	2·53	67	66	66	62
6	...	92	11	N. 3·1	...	...	65	64	67	64

Oct. 31st.—We left Messina at daybreak 6.30 A.M. and steamed back up the straits, and after we passed Faro fell in with a nice breeze to which we made all possible sail, steering to the westward. The breeze, however, after breakfast died away entirely and we remained under steam all the day. After evening quarters, usual

recreations on the quarter-deck, we were then passing close beside Volcano, with Lipari, and Celina on our starboard hand, and at midnight we passed Palermo on the port.

Nov. 1*st.*—At sunrise we can still see the coast of Sicily in the distance, and at 8 A.M. we have the Ægades on our portbeam; there is no wind, and at noon Europa Point (Gibraltar) is distant 837 miles. After evening quarters there was more "slinging the monkey," the secret of success in which, when you are the monkey, appears to be to get well through the slings, otherwise if they are close under the arms you are practically helpless. In the evening we had four or five hours' fog. After dinner much amusement trying to sit on an empty quart bottle on the deck, at the same time holding a candle in each hand, one of which was lighted, and the other to be lighted from it without rolling over.

Nov. 3*rd.*—About noon a strong Levanter sprung up to which we made all possible sail, stopped the engines, raised the screw and so went bowling along between seven and eight knots; this lasted also the whole of the next day, so that on Wednesday, the fifth, we passed Cape de Gatte at 8 A.M. and had a fine sight again of the Sierra Nevada covered with snow. In the afternoon a steamer (the *Sicilian*) steering eastward made signal that she wished to communicate; so we accordingly hove to and waited for her to close us. In the meanwhile we were speculating as to whether she had any news of importance for us from Gibraltar, or whether she wanted the services of one of our two junior doctors. All that was required, however, was a chart of the Adriatic which the captain then sent on board in one of our cutters. She thanked us and we both proceeded on our way.

Nov. 6*th.*—At 4.30. A.M. observed Europa Light, the southernmost point of Gibraltar Rock bearing west by south, and soon after daylight through the misty morning saw the dark shadowy form of the island-like fortress towering up on the starboard bow. We altered course and stood away under sail whilst steam was being raised; got the screw down and at 7.30. A.M. began steaming and came in and secured alongside the New Mole by 9.40 A.M. Mr. G. A. Sceales, assistant paymaster, joined. At 3.30 P.M. walked up from the dockyard along the Alameda to the Convent to call on Lord and Lady Napier of Magdala, who have arrived since we were here a month ago, and afterwards up to Captain Edye's to tea and eat fruit in the garden. Another of our messmates of the same term as ourselves in the Britannia passed to-day for midshipman.

AT GIBRALTAR.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Nov.		°	°	°	°
7	Variable 1	64	64	66	65
8	W. 1·3	64	63	65	63
9S.	S.W. 2·3	64	64	65	63
10	S. 2·3	63	64	65	64
11	S.E. 1·3	63	64	66	65
12	Calm	64	64	64	63
13	Calm	64	65	66	70
14	Calm	64	66	69	70

Nov. 7th.—In the afternoon at 2.30 P.M. a party of four of us from the gun-room started from the Mole on horses and were conducted by Colonel Lemprière, R.E., up to the Gun Rock, the northernmost of the three highest points on the ridge. Here we witnessed some curious practice made by men of the Rifle Brigade firing down on to a target in Catalan Bay. Then on along the ridge to the signal station the central point of the Rock 1294 feet above the sea. All the ships passing the Straits are signalled from this station and reported to the governor below and from him to Lloyd's. We see the hills of Spain away to the north, with the Sierra Nevada in the extreme distance; across the Straits Ceuta (at the foot of the other more lofty pillar of Hercules, Ape's Hill), thirteen miles away, glistens on the African coast, and on the west, across Gibraltar Bay, five miles distant, is Algesiras; the town of Gibraltar fringes the base of the rock on this side at our feet.

The Rock is six miles altogether all round; its north, south, and east sides are rugged and nearly perpendicular. It is on the west side only that it is accessible from the sea; on this side is the town and the fortifications. At the signal station we looked over the log-roll of the monkeys, which is kept duly posted up every day both as to the numbers that were observed, the hour, and the direction they were seen to be coming from, and going towards. Yesterday twenty-two were observed, but they are fast increasing in numbers; as no one is allowed to molest them. Then on to O'Hara's tower, the most southern peak of the ridge (1361 feet), and down the rock-hewn Mediterranean stairs to the governor's summer cottage which being on the eastern side of the rock is sheltered from the sun after mid-day, and

to Monkey Cove; in the cave near which there was a huge fig tree growing, and a number of birds perpetually flying in and out. We then mounted our horses which had been sent round to meet us below and so home through the Europa Point barracks to the landing place. In the evening we dined at the Convent.

Nov. 8th.—Started at 9 A.M. with two messmates in the steam pinnace and went right along past the town up to the landing place on the neutral ground, where Colonel Lemprière met us with horses, which we there mounted and rode along the beach through the Spanish lines to San Roque, five miles distant, where

we went into the bull ring (which was of course quite empty) and after enjoying the view from the Alameda rode on to the Pine Woods. Here Lieutenant Bartle Frere overtook and rode with us the rest of the day. In crossing one of the streams the horse ridden by one of the *Bacchante's* lieutenants lay down and began to roll: the rider was chiefly disconcerted because the riding trousers he was wearing were borrowed. We lunched in the Pine Woods on the turf and afterwards again rode on through the second Pine Woods, over rivers and by streams to the Cork Woods, three miles further, with more than one scamper when there was a stretch of turf; the best riding, however, was when we came down

on to the sand of the bay which was quite firm. Here too, looking southwards, the view of the Rock from end to end (three miles long from north to south) is perhaps more effective than elsewhere. You see the three summits—Gun Rock, Signal Station, and O'Hara's Tower—and how completely isolated it is and parted off like an island from the mainland of Spain. It has probably been lifted at a comparatively recent geological epoch, for a marine sea-beach exists at more than 450 feet above the present sea-level. The highest point of the rock (1,467 feet high) seems nearly in the centre of the quasi island, which is six miles in circumference. As the sun went down, and the air became cooler after rather a warm day, the ride home by the side of the waves that broke crisply at our feet was most enjoyable.

Nov. 9th.—Prince of Wales's birthday. At 8 A.M. dressed ship. In the afternoon went for a walk in the lower galleries which were tunnelled in tiers inside the precipitous north cliff in 1789 and 1790; they are simply rock passages two or three miles in extent with loopholes here and there guarded by guns. Then to the upper galleries which, constructed in the same way, wind about behind the face of the north cliff of the Rock, till they lead up a huge cave called St. George's Hall from which we looked out through the open rock ports down on to Catalan Bay and on to the British and Spanish lines on the neutral ground, as the sandy isthmus connecting Gibraltar with the mainland of Spain is called; a long flat reach of about 200 acres scarcely above sea level. Looking upwards from the Windsor gallery the outline of a strange-featured head is seen apparently on the Rock side. Colonel Lemprière and Colonels Coddington and Mostyn of the 23rd Regiment met us and took us round.

Gibraltar (the name this quasi island rock has held since the Moors overflowed into Europe, is a corruption of Saracenic Jebel-Tor, the Tower Mountain) was taken by the Spaniards from the Moors in 1465, and by Sir George Rooke from the Spaniards in 1704 when garrisoned by only eighty men. France and Spain laid siege to it continuously for four years 1779—1783. Its importance as a depot for coal has greatly increased since all war; and nearly all trade, ships are moved entirely by steam power. It has now belonged to England for just three-fourths of the length of time for which it belonged to Castile before us.

Nov. 10th.—At 2.30 P.M. regatta of *Bacchante's* boats and others from garrison and town. During this there was a dance on board

GIBRALTAR, FROM THE SPANISH SIDE OF THE NEUTRAL GROUND, LOOKING SOUTH-EAST. Vol. i. p. 30.

all the afternoon. Our launch won her first victory. Towards the conclusion of the dance the captain displayed his electric light for the first time. The ship's company had extra-supper provided for them in the evening in honour of the Prince of Wales's birthday.

Nov. 11*th.*—At 7 A.M. began coaling ship, and at 1.30 P.M. had taken in 275 tons. General leave was given to starboard watch. At 9.30 A.M. landed with commander and six midshipmen at the jetty where Colonel Lemprière and Major Guilbard met us with horses which we mounted and then rode along with Lord Napier through the Spanish lines and by the beach to the first Venta, the meet to-day of the Calpe hounds. The large cavalcade then crossed the river, which was so swollen that the water was above most of the horses' girths, and several of the hounds had to be carried across by the huntsman, as the current was too strong for them to swim. We soon found two foxes, the first of which was killed at once, but the second gave us a good run of over an hour, up hills, down ravines, among the rocks, in a most eccentric manner; though the riding was rough we enjoyed it very much and then rode off to the second Venta, to which Lady Napier had driven out, and where lunch was spread under the trees. After this was over we raced each other back into Gibraltar over the sands, taking care however not to get entangled with the fishing nets which were spread out to dry all over the beach in front of the village outside the lines. We had the same view of the Rock as on Saturday, only to-day more than half of it is enveloped in cloud. We got inside the gates just before dusk. The Colonel and officers of the 71st Regiment, H. L. I., gave a dinner to the Captain and officers of the *Bacchante*. Sergeant F. Taylor, R. M. L. I., gymnastic instructor, who came out from England in the P. and O. steamer, *Bokhara*, joined the ship to-day.

Nov. 12*th.*—There was a cricket match to-day between the *Bacchante* and the officers of the Rifle Brigade on the neutral ground by the north front; we walked out to this, but soon afterwards had to return to the ship to see the Spanish Governor of Algesiras, who had come over that morning in a gunboat to call on Lord Napier and afterwards had gone to the *Bacchante*. We then went to play lawn-tennis at Colonel Mostyn's. We dined that evening at Captain Edye's and afterwards went to a dance at the Convent. The dumb-bells and clubs are being made here.

Nov. 13*th.*—Had a good bathe in the morning at Rosia Bay. Gave general leave to Port Watch (forty-eight hours). On board

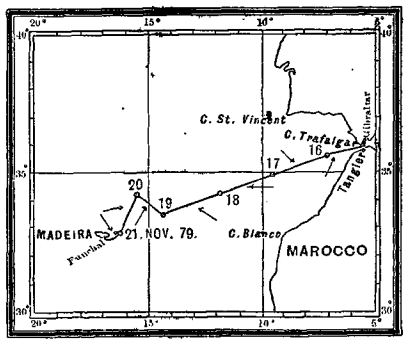
at school as usual till 1 P.M., and then to lunch with Colonel Macdonald and the officers of the 71st Regiment at the Europa barracks. After this, rode on ponies to St. Michael's cave, the entrance to which is on the western slope of the rock, 1,000 feet up. The cave was illuminated by blue and green lights, to see which several of the officers had come up. The stalactites have been much broken and discoloured, but the high vaulted roofs and weird darkness of the gaping distance were impressive. The story is that these caves go down and narrow into a passage that runs beneath the Straits right away to Ape's Hill near Ceuta, and that the rock monkeys crossed this way. We then walked down to a garden party at Captain Edye's to which Lord and Lady Napier had come. Dined on board the ship and then went to Garrison Officers' Amateur Theatricals, at which the *Porter's Knot* and *Critic* were played. After this the officers of the Rifle Brigade gave a supper in their mess-room close by.

Nov. 14*th.*—We went to Rosia Bay to bathe before breakfast and stayed on board for usual school all the morning. Lord Ormonde came to lunch from his yacht the *Mirage*. Dined in the evening at the Convent, and afterwards went on the Alameda with Lord Napier to see a torch-light tatoo of the troops of the garrison. Unfortunately it came on foggy, though when the Highlanders marched up and threw down their torches into the central bonfire causing the whole gardens for a moment to be brilliantly lit up, the effect as we stood on the steps at their southern end was very fine.

Nov. 15*th.*—Called at the Convent and bade good-bye to the governor and Lady Napier and then on board, busy writing for the mail to England. We cast off from the Mole at 4 P.M.; the governor came on board the last thing to wish us a pleasant cruise, and so ended our ten days' very happy stay at Gibraltar, where every one had been most kind and hospitable. We steamed across the bay westward passing close by the Pearl Rock. Dark rainclouds were hanging over the Spanish mainland, which as soon as the sun set broke up with heavy showers, but the evening turned out fine.

Nov. 16*th.*—Usual morning and afternoon service; and after the latter rove the screw purchase, up screw and made sail, though there was scarcely any wind; what little there was came from the north-west; we made scarcely a knot all the night. Saw our first whale blowing this afternoon.

GIBRALTAR TO MADEIRA.

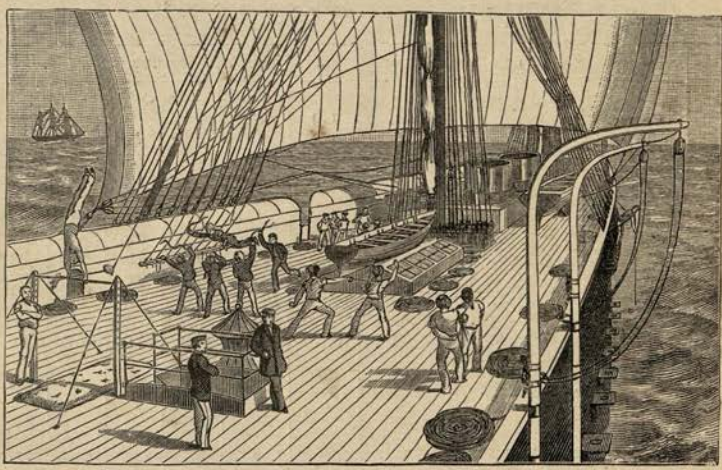


Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Nov.					N.	W.				
15	...	...	...	S.W. 1·3	...	...	64°	65°	66°	65°
16S.	S. 71 W.	...	98	N.W. 2·3	35 31	7·10	67	68	66	66
17	S. 70 W.	105	25	E. 3·5	34·49	9·40	69	69	66	67
18	S. 69·30 W.	115	...	S.E. 2·5	34·9	11·50	70	70	70	70
19	S. 72 W.	135	...	S.W. 3·7	33·28	14·26	70	70	68	67
20	N. 53 W.	67	...	N.W. 5·7, S.W. 2·3	34·8	15·30	70	69	64	64
21	S. 31 W.	7	92	N.W. 1·7	32·52	16·25	70	70	67	66
		429	215							
Total distance ..... 644 miles.										

Nov. 17*th.*—Began using the new dumb-bells and clubs with Sergeant Taylor before breakfast on the quarter-deck for drill. The wind has shifted to the east, and by noon we have made good 150 miles, going all the morning between seven and eight knots as there is a beautiful breeze. The contrast between the quiet and routine of the ship and the rushing about on shore at Gibraltar is very jolly.

Nov. 18*th.*—Still sailing along very pleasantly. At noon we had made 115 miles, and are now 256 miles from Madeira. We began our French with Mr. Sceales to-day, and shall have an hour apiece, at least, with him every day. During the supper hour, nearly all the gun-room were flying round at gymnastics with the new sergeant and new gear, and two or three of the ward-room joined us and

stretched their muscles at the usual "after evening quarters." The next morning was moist and clammy as the wind had shifted to the west-south-west. At 1.30. P.M., the breeze, after going all round the compass, sprung up from the south-south-west, when we wore ship and made for the rest of the day six knots. On Thursday morning (the 20th), however, it all died away and became variable, during which we wore ship two or three times, until at 5 P.M. we got the screw down, and at 8.30 P.M. commenced steaming. The barometer is falling, though at present the night is bright, but in the middle watch we fell in with a heavy cross-swell and the ship began to show us what she could do in the way of rolling



"AFTER EVENING QUARTERS."

(30°), and this continued all the morning and day. We sighted Porto Santo on the starboard bow at 7 A.M. on the 21st. As we steam past, it looks a nice quiet bay sheltered from this heavy swell from the south-west. Went to general quarters, amid rolling, blowing and raining, but we got out of the swell as soon as we passed San Lorenzo point. Came-to off Funchal at 5 P.M., saluting the Portuguese flag with twenty-one guns. Mr. Consul Heywood came off. The *Himalaya*, Captain Brent, was steaming out of the roads with troops for the Cape when we arrived. They have had very heavy weather from the south-west here during the last few days.

AT MADEIRA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Nov.		°	°	°	°
22	N.W. to S. 7·2	69	70	68	65
23S.	S.E. 6·1	70	70	71	69
24	S.E. 1·2	69	70	72	70
25	N.W. to S.W. 1·4	69	79	69	70
26	S.W. 7·9	69	69	68	64
27	S.W. 10·5	69	69	70	68
28	W. to S.E. 7·1	68	69	68	66

Nov. 22*nd.*—No communication with the shore on account of the surf and swell still running. In the afternoon we get up steam in two boilers in case it be necessary to put to sea. Sunday, the next day, was damp and uncomfortable, as we pitched and rolled to the swell, but we had the usual services. On Monday, as there was not much wind, some of the officers went off to the shore in the afternoon. Amongst them was the captain and his nephew. These two came off again from the Loo Rock with much difficulty, both in getting the boat off from the shore on account of the surf, and in getting alongside on account of the high sea, which was running in from the south. The paymaster and the other officers were left behind on shore. We had steam up ready for starting all night, and the next morning lit fires under two more boilers and pointed yards to the wind. There was a brig which had dragged her anchors in the roads much closer in to the shore than we were. Her skipper, who was on the Loo Rock, well out of it, was signalling instructions to his men, as to what they should do in the event of her being stranded. Their signals in reply seemed naturally more excited than his; but he told them to try and beach her, if possible, at the point to which they found the crowd running, and that in the event of her being broken up they would be well cared for. As the swell was still increasing, we weighed anchor at 5 P.M., and steamed away to the eastward, passing San Lorenzo Light at 8 P.M., and so getting round under the lee of the north side of the island. Here we lay off and on all night; and our example was followed by a small Portuguese mail boat with one of their admirals on board. It was a bright moonlight night, and though the wind was now

freshening from the south-west up to nine or ten, yet we lay-to here quietly and with comfort.

Nov. 26th.—Dropped a target overboard and pitched away shot and shell at it, as the water was tolerably smooth, though there was much wind with rain-squalls. At night the weather cleared a bit, but we still stood off and on. The clear-cut coast-line, peaked and jagged, sheltered us from the gale which was careering overhead, as was shown by the torn and fleecy clouds scudding high aloft.

Nov. 27th.—The wind has fallen a bit, shifting more to the west. So we leave the north side of the island, passing round San Lorenzo about 8 A.M., and find the swell has gone down very much on the southern side. So steamed close in to observe the village, and some sanguine persons imagined they could see the officers left behind in Funchal walking over the hill to rejoin the ship. But on arrival at our old anchorage off the Loo Rock at 11.15 A.M., we found that they had spent a pleasant time at Myles's Hotel, instead of wandering over the island. Fitful evening, but quiet on the whole. The next day broke fine, and as it was the last chance any of us would have of going ashore, some of us went in the afternoon, and had a run.

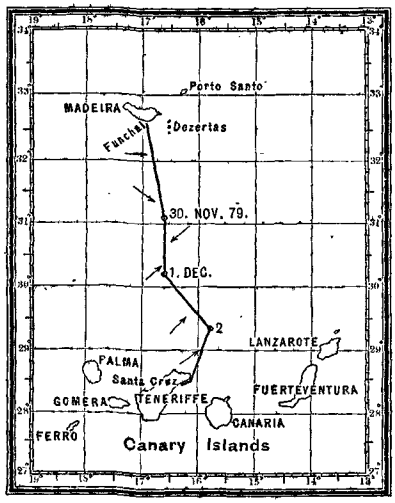
We received on board the new gymnastic things, parallel bars, vaulting horse, etc., which have come out to us from England; and the captain received at the same time his new electric-light apparatus, which was intended to be worked by hand by means of cranks and wheels. When he ordered it, he imagined it would be very useful for carrying to the top of a mountain, or down into a cave, for illuminating purposes; but was much disappointed at finding that when put together on the upper deck it occupied the whole space under the poop, and would require at least a dozen hands to lift it at all.

Nov. 29th.—Wrote up our mails for England and sent them to the care of the consul; and at 2 P.M. weighed and cast to port under topsails, then rove screw purchase and up screw. There was a nice little breeze from the north-west, which took us along over five knots, so that the island of Madeira was soon below the horizon. Our course was south-half-west, and the wind being aft we set starboard stunsails.

Dec. 1st.—The Princess of Wales's birthday. The wind has been dying away, and we have scarcely been making one knot an hour on an average during the whole of yesterday, and the whole of to-

day. It has gone round from the north-west to east, and then to south, and is drawing round now to the south-west, which is a dead head wind for us to make Teneriffe under sail. At 2.15 P.M. on sighting the Peak snow-covered, and without a cloud upon it, we tacked and stood off from the land. Tacked again at 8.20 P.M. and again at 11.30 P.M.

MADEIRA TO TENERIFFE.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Nov.					N.	W.	°	°	°	°
29	...	...	...	S. to W. 1·3	...	...	69	69	65	64
30S.	S. 11 E.	93	...	N.W. to N.E. 3·1	31·6	16·35	69	69	66	65
Dec.										
1	S.	55	...	N. to S.W.	30·11	16·36	69	69	67	66
2	S. 40 E.	65	...	S.W. 4·5	29·20	15·47	69	69	69	70
3	...	73	19	S.W. 6·1	...	...	68	69	74	72
		286	19							

Total distance... 305 miles.

Dec. 2nd.—All day the Peak has been in sight, still clear of cloud and promising well for our hoped-for ascent. There is a very

decent breeze to-day, only unfortunately it is foul. We go through the water over six knots, and throw a tack every watch, trying to beat up to our anchorage, but at noon we are still forty-nine miles from Santa Cruz.

To-day and yesterday we have been much interested in reading the Hakluyt Society's Edition of the *Conquest of the Canaries* in 1402. A Norman baron, Bethencourt, and a knight, Gadifer, smitten with the spirit of adventure, set out together from La Rochelle on May-day 1402, for a half crusading, half free-booting expedition to these "Islands of the Blest," which up to that time were still, for Europe, on the borderland of romance. They came hither with "a company of fifty-three people," and found the natives (as nearly all natives seem ever to be when *first* they come in contact with Europeans) very friendly. "They lived in caverns in the hills, and were very strong in body and mind; they painted themselves beautifully in red, green and yellow." "They sang very sweetly, and danced almost as well as Frenchmen; they were gay and merry, and much more civilised than the Spaniards. They refused wine and only drank water. They showed remarkable faithfulness and honesty, for if any one of them received anything good to eat, before tasting it, he divided it into portions which he shared with the rest." They kindled fire by rubbing one stick against another, they used iron for fish hooks, but shaved themselves with stone. "Each tribe had two kings, one dead and one living; for they kept the dead one till his successor died and took his place." The inhabitants of the five islands spoke different languages and could not understand each other. The islands seemed to have been peopled by two distinct races, the Berbers and Arabs. Bethencourt called them "heathen Saracens." They worshipped on the tops of the mountains in stone circles, with offerings of butter and libations of goat's milk. Bethencourt went back to Spain, eight days' sail to Seville, to fetch more Christians to this "earthly paradise;" and did homage for the lordship of the islands, not to his own French king, but to the king of Castile, as the nearest Christian sovereign, who, however, was rather surprised to see him, for he had never heard of them before. The baron having got all he wanted from the king in money and help, returns to the Canaries, but finds things have not been going on over well during his absence. There have been quarrellings and other ill deeds amongst some of his mixed company of adventurers. His faithful knight, Gadifer, had indeed conquered and baptised many natives, "in spite of the contempt

into which the Christian faith had fallen by the treachery of its professors: the natives imagined that our faith and law could not be so good as we represented, since we betrayed one another and were not consistent in our actions." The baron and the knight, the original heads of the expedition, fell out together, and went home in separate ships to argue their cause before the King of Spain. Gadifer retires to his old home in France. Bethencourt remains sole king of the Canaries: he pays a visit to his wife in Normandy—"never had monsieur rejoiced so much at meeting madame,"—for whom he had brought many curiosities as presents from these distant countries. He wished, however, to return as soon as possible, and take as many people as he could from Normandy. "I wish to take with me people of all the different trades that can be mentioned or thought of; and to those who come I will give sufficient land to till, if they will only undertake the trouble. There are many mechanics in this country who have not a foot of ground of their own, and who live very hardly: now if they will come with me yonder, I promise them that I will do the best for them that I can; better than for any others that may come in future, much better even than for the natives who have embraced Christianity." He took eight score of those who volunteered from the neighbourhood of his Norman home, and set sail again on the 9th of May 1405, with a far fairer company than the adventurers who first went with him three years before. These had killed many natives and "reduced the others to such extremity they knew no longer what to do, but came from day to day to throw themselves on their mercy, so that hardly any now remained alive who were not baptised, especially of those who might have given trouble and been too much for them." In 1406 the baron started once more, and travelled to Rome with letters from the King of Spain, to ask the Pope to give him a bishop for his two hundred baptised natives. Before leaving, he held an assembly of the chief men of the islands, and bade them "as near as you possibly can to observe the customs of France and Normandy in the administration of justice and all other points; above all things let there be no envy or rivalry, but keep at peace among yourselves, and then all will be well." He appoints his nephew as lieutenant-governor of the islands, and apparently tired with his four years' efforts, settled himself down henceforth to enjoy his old age at ease in his native land. Having, however, a young wife, he is consumed with jealousy, quite unreasonably. A few years after her death he

ended his stormy life in 1422, just as he was preparing once more, after sixteen years' absence, to go and see his island kingdom again. He left the Canaries by will to his brother. His nephew had been displaced from his lieutenant-governorship for tyranny in 1414, and after ceding the islands to the governor sent by the King of Spain to replace him, fled and secretly sold the sovereignty (which was not his) to the Portuguese Prince Henry, the navigator, thus hoping to embroil the two nations. The Portuguese claimed the Canaries under a former grant from the Pope, made in 1334, and it was not till 1497 that Spain, under Ferdinand and Isabella, acquired the undisturbed ownership of these islands, which she has held ever since, but which were gained for her by the valour and energy of a French baron in one of the very earliest attempts of his nation at conquest and colonisation. The story of his efforts reads in some respects like a page of to-day's rather than of mediæval history.

Dec. 3rd.—At 6.30 A.M. rove screw purchase and down screw, as it is now a dead calm; at 7.30 A.M. commenced steaming, having shortened and furled sails. Exchanged numbers with H.M.S. *Atalanta,* Captain F. Stirling, which is just leaving Santa Cruz under sail for the West Indies. She unfortunately lost two hands in the gale, which we rode out under the lee of Madeira, but which caught her midway between that island and this. At 11 A.M. stopped steaming, and came-to in twenty-five fathoms off Santa Cruz; once again saluted the red and yellow flag of Spain with twenty-one guns.

AT TENERIFFE.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Dec.					
4	Variable 1	69°	69°	73°	70°
5	Variable 1·2	69	69	72	70

It is very warm here, thermometer in cabin under poop showing nearly 80°, fifteen degrees warmer than when we left Madeira. In the roads is lying the French two-decker (*La Tage*) filled with convicts on their way to Cayenne; she sailed soon after we anchored. The Spanish commandant came off, and was saluted on leaving with seventeen guns; and after him the captain of the port in a dingey and a splendid uniform, who was saluted with

nine guns; then came Mr. Edwards the British vice-consul and Mr. Hamilton. With them we landed after lunch, and went to the museum, which is arranged in what was once an old convent. There there are some very curious Guanche skulls, skeletons and mummies, some of which the custodian said he should be very happy to exchange with other museums for skulls and remains of other early races. They are found chiefly deposited in tufa caverns (sometimes beautifully painted) in the hills in Teneriffe and Palma; in the Great Canary they are inclosed in mounds of a conical or pyramidal shape. "The natives of Teneriffe called themselves Guanchinet, which the Spaniards corrupted into Guanche. Guan meant person, and Chinet was the same as Teneriffe; so the two words combined meant 'men of Teneriffe;' of all the islanders they held out longest against their conquerors, and were not subdued till 1496." Outside the museum, on the Plaza, is the fountain with the statues of the four Guanche kings who were converted to Christianity by the first Spanish settlers in 1492.

We then went to the cathedral to see the two English flags which Admiral Sir Horatio Nelson lost here on July 24th, 1797; they are both Union Jacks without St. Andrew's Cross, and they are both very much larger than the ordinary flags used nowadays. They are kept rolled round their staffs in two long glazed wooden cases arranged on each side of an altar in a chapel on the north side of the nave. To-day they were taken down and placed on a large table in the vestry and unrolled for us to handle and examine conveniently. Four ships of the line, three frigates and the *Fox* cutter, formed his squadron; they were anchored two miles north of the town. The boats pulled in for a night attack on the mole, led by Nelson in that of his own ship the *Theseus*. The night was exceedingly dark, and most of the boats missed the mole and went ashore in the surf. The mole was carried by five boats, but Nelson lost his right arm by a gunshot wound just as he was landing; his life was saved by his lieutenant, Nisbet, who was also his stepson. Those of the British who had landed—in all about 300 men—pushed on to the great square but found the Spaniards in too strong force for them to take the town. The Spanish governor courteously found them boats off to the ships, and treated our wounded very well. Admiral Nelson took charge of his despatches to the Spanish Government, and thus actually became the first messenger to Spain of his own defeat. He lost in all—killed, wounded, and drowned—250 men in this affair. We then mounted to the top of the tower

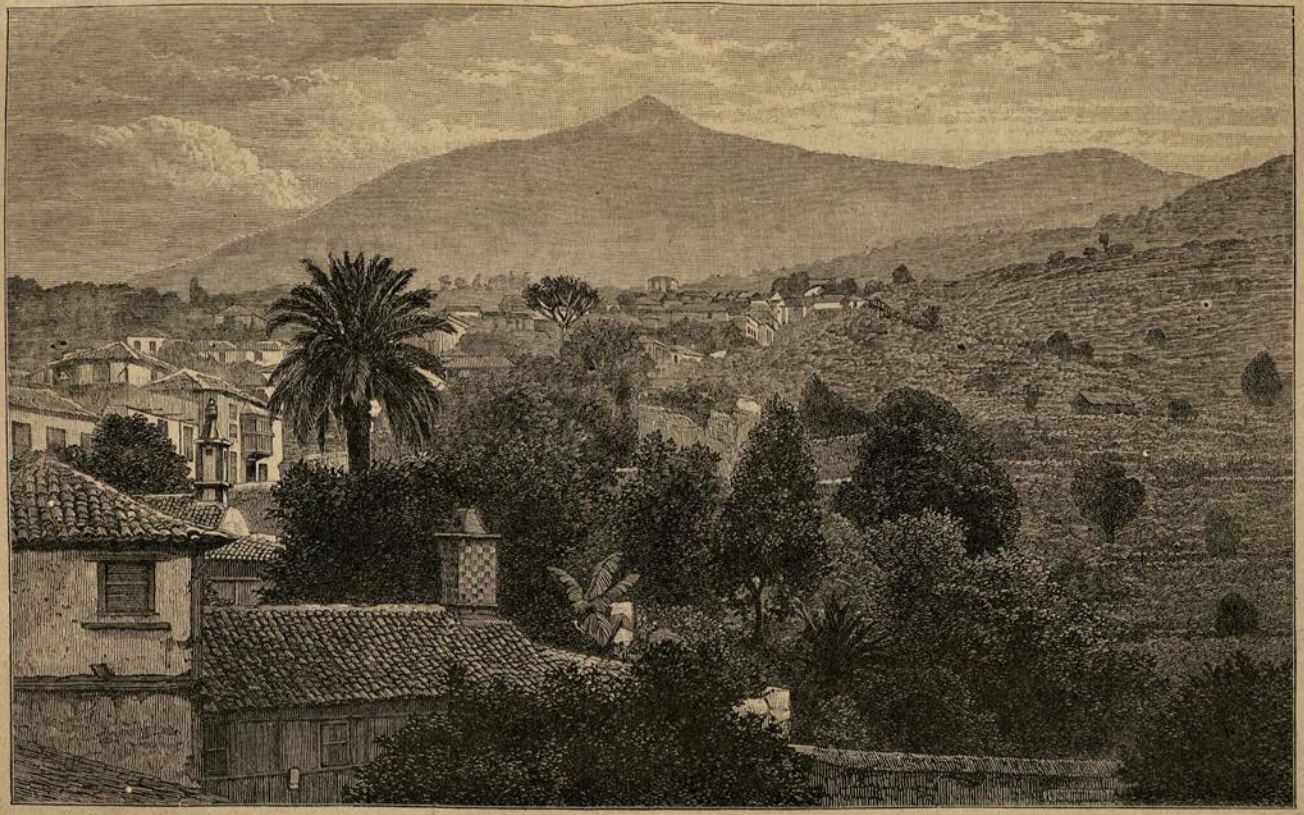
from whence there is naturally the best view over the town, which contains 11,000 inhabitants. The slopes of the hills on this eastern side of the island are almost completely bare of all trees and verdure, excepting that there are whole fields of dwarf cactus bushes, the leaves of which are carefully covered over with little white caps of calico and thus present at first sight a very queer appearance. These bags are thus secured to keep in the little cochineal insect, which, after being fattened on the leaf, is in due time harvested and pounded up for dye. It is a curious thing that as long ago as the time of the Emperor Augustus the Canaries were called The Purple Islands, on account of the dye produced from the orchil, a lichen still found here and in the Cape de Verde islands. The Latin explorers reported one island was named Canarie "by reason of the large dogs, or African greyhounds, found thereon." Kanarr, however, is still the name of a tribe in Barbary, with which probably the Guanches were connected.

Dec. 4th.—We landed—a party of four ward-room officers and nine from the gun-room,—walked up along the newly-constructed pier to the consul's, and met there three carriages that had been hired for the trip, and Mr. Renshaw with his own barouche. Into these we settled ourselves, putting what little gear we had into the smaller of the three. We then drove up the hill to Laguna, a town halfway across this northern neck of the island, which is about sixteen miles in width. The whole of the southern and larger part of the island of Teneriffe is covered by the base of the Peak, thirty-six miles across at its widest part, one of the largest volcanic cones known. The ascent to Laguna was very steep and hot. The road, though well constructed, was to-day uncommonly dusty, and several of us were only too glad to shorten its many windings on foot. Arrived at Laguna, over two hours from Santa Cruz, we went into Mr. B. Renshaw's house, which is arranged, like most of the large old-fashioned mansions in the broad streets of this deserted town, in cool Spanish fashion round an open quadrangle with a garden in the centre; here he had kindly provided luncheon for us, after enjoying which we drove on over fertile plains covered with corn, and here and there interspersed with huge palms and other trees, to Orotava, twenty-two miles from Santa Cruz, where we arrived at 3 P.M. The whole of this western side of the island, with its rich greenery and gradual instead of precipitous slopes, no longer barren but covered

with rich volcanic soil, is a most striking contrast to the eastern side with its yellow and dusty nakedness. At Orotava Mr. Reid, the vice-consul, met us and walked with us down to the Botanical Gardens, and then back to the town to the Dragon tree (*Dracæna draco*), of which there are now only a large heap of fragments. It used to be fifty feet round the base, and Humboldt held it to be 10,000 years old. One branch of this tree, blown off in a storm in 1867, is at Kew. In another garden there is a very queer chestnut tree, rooted and flourishing in a fork formed by the branches of an older tree. Both these gardens belong to Irish gentlemen who have become Spanish marquises: they were both very cordial in receiving us. It was now getting dusk, but we looked into one of the churches which was lit up for evening service, and to which many of the peasants were trooping in; they are the descendants of Spanish and Norman-French settlers, with some Guanche blood intermixed. Their dress is very simple; it consists of a thin white undershirt, and over their shoulders a white blanket: when they are working in the fields in the heat of the day, the blanket is thrown on one side, and only resumed in the chill of the evening. The dress on the whole is a striking one, and seems just what is wanted for the sudden changes of heat and cold of the climate. It may be the exact counterpart of the "tunic" and "cloak" worn by the Greeks when they first penetrated, ages ago, to these "Islands of the Blest." The only drawback is that the blanket is apt to become very dirty from being used night and day. We dined at the hotel, not at all a bad dinner, and afterwards, as there was a piano in the sitting-room and bare boards, an impromptu dance was arranged by the youngsters, who did as best they might without lady partners. In the midst of this, an eccentric gentleman appeared upon the scene, who introduced himself as having known the Prince of Wales when he was an undergraduate at Cambridge. He told us that he had brought the Alcade of the town, who wished to pay his respects to the party, and then went out to fetch him in from the next room. Returning with him and a couple of town councillors (neither of the three understood a word of English but were dignified and well mannered), he proceeded to "introduce them" to us, but the introductory and rambling speech was all about himself and his own early days. So after shaking hands with the Alcade and thanking him for his goodwill and attention, we dismissed the assembly and shortly afterwards retired to rest;

some of the party slept well and comfortably, but others were terribly flea-bitten.

Dec. 5th.—All up at 2 A.M., and started at 3 A.M. for the Cañadas on ponies. These made their appearance by twos and threes, and were variously caparisoned. Mr. Reid joined us and we proceeded, a long cavalcade of sixteen, out of the town, and up through the lanes and fields to the hillside above. The stars are all shining clear overhead, and there is not a cloud in the sky; the moon is setting just over where the peak should be, though at present from where we are it is shut out from view. The guides who run beside the ponies seem to know the path though it is still dark; we cross the pebbly beds of two or three streams, and by and by the dawn begins to break. We halted for a few minutes at the foot of one of the stone gullies, and admired the rosy light on the snow of the Peak, which now stood out perfectly clear on our right. The sun itself was for more than an hour hidden from our view by the precipitous hills on our left. These are perfectly bare of every scrap of verdure, and are composed of brown pumice stone and lava, and are full of gullies and ravines. We longed to get to the top of this ridge in order to look over and see the sun rising from the sea on the eastern side, but the path wound away to the right and rendered this impossible. In some places it is very rough and so steep that we have to dismount, but at last we arrive on the plain of the Cañadas, a circle twelve miles in diameter, the largest crater known, on the south side of which the cone of the Peak rises 500 feet higher. Here it is bitterly cold and there is no shelter; we gather some of the dry retem shrubs and make a fire and prepare breakfast, as it is now between eight and nine o'clock. We were all uncommonly hungry, and the morning air at over 7,000 feet above the sea on the Cañadas gave a still keener edge to our appetite; some tinned sausages warmed over the fire were very popular. After climbing to the top of two or three cairns further on in the plain, whence we can look down on the eastern slopes and distinguish the Great Canary and Fuerte-ventura on the dark blue horizon, we turned, and rode away to the westward under the base of the cone to Realjo, from whence we see the Island of Palma on the north-west, and from here made our descent. From this point we get one of the finest views we have ever seen. These be the gardens of the "Hesperides" as known to the Carthaginian colony at Cadiz; they stretch away, an amphitheatre facing to the west, bounded at the southern end by Icod, and at



THE GARDENS OF THE HESPERIDES FROM ICOD WITH PEAK IN DISTANCE. Vol. i. p. 44.

the northern by Matanza; between which two there is a long slope of everlasting fertility and loveliness, just like the slope of Etna, only here, besides the maize and rich green crops, we have the palms and bananas and other semi-tropic foliage. Yonder is the highest peak on which Greek eyes ever rested—the Atlantean pillar of heaven. Hither came the wanderers Perseus and Herakles in search of the golden fruit guarded by the dragon, the remains of whose dragon tree we saw yesterday in Orotava. The arms of Teneriffe still show, St. Michael standing on the summit of the Peak which vomits flames, as he conquers the dragon. The Atlantides were probably the personification of the smaller islands that cluster round Teneriffe, and with it are the sole remains of the continent of Atlantis sunk long since beneath the Atlantic waves.

It is now very warm, but very beautiful, and we enjoy some fresh oranges, the golden apples of the Hesperides (unless those last were pineapples), which we get fresh picked from a small cottage garden by the roadside. We were shown some very young dragon trees that were planted as slips at the time of the Spanish conquest 400 years ago; they are scarcely yet a foot in circumference, so extraordinarily slow is their growth. We arrive at the hotel in Orotava by 2 P.M., having been just twelve hours out, and on the move the whole time, with the exception of half an hour's halt for breakfast. We lunched at once, and made a start in the carriages at 3 P.M. We had our last look at Orotava from Matanza, and it was dark by the time we reached Laguna (eighteen miles). We arrived at Santa Cruz, the return journey being all down hill, and got off to the ship by 8 P.M. After dinner most of the party again went ashore, to a ball given at the Consulate by Mr. Edwards to the captain and officers of the *Bacchante*, which was the event of the evening at Santa Cruz, all the ladies of which honoured it with their presence. A Spanish polka-like dance was very popular. Santa Cruz is only four days by steam from Cadiz.

Dec. 6th.—Finished mails for England and sent them ashore with Mr. Edwards, who came off to lunch together with Mr. B. Renshaw, the American gentleman, who kindly lent us his carriage yesterday to go across the island. At 3 P.M. we got under way, under steam, as it was perfectly calm, and proceeded round the south end of the island and so bade good-bye to Teneriffe and the Old World, and started on the track of Columbus for the New, following almost in his very footsteps, for it was from Gomera, one of the Canaries, that he set sail on his first voyage in 1492 across the Atlantic and

arrived at the West Indies, and it was from Gomera he started again in the following year, and again in 1498 and in 1503; here too Cortez, the conqueror of Mexico, anchored in 1504. We steamed between this island and Ferro, where "there are some trees which are always dripping with a most clear delicious water, which falls into a pool near the trees, formed by the continual dropping. It is the most excellent for drinking that can be found anywhere. The quality of this water is such that, if any one had eaten till he could eat no more, and were to drink of this water, in one hour the food would be entirely digested, and the man would have as great an appetite as he had before having eaten."

At 5 P.M. made plain sail on the port tack to a nice little breeze from the south-east, which carried us along all that night between seven and eight knots under steam and sail.

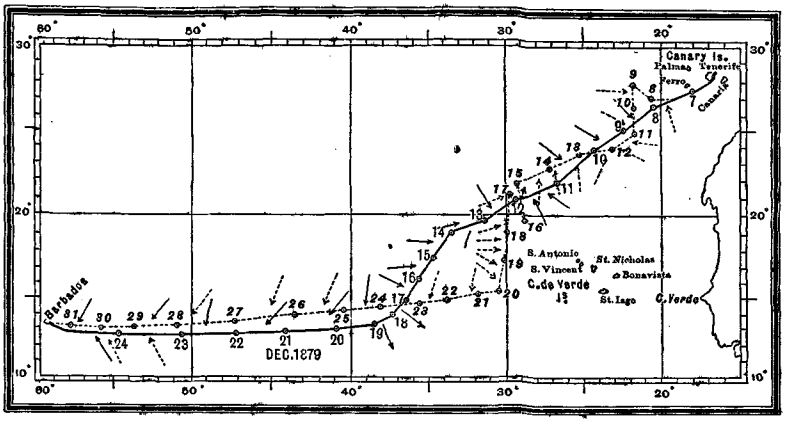
Dec. 7th.—Holy Communion, usual services, Bible classes, etc. Steaming all day off and on, stopping the engines for an hour or so at a time. By noon we had made 137 miles.

Dec. 8th.—Light airs from the south-west. At 9.30 A.M. shortened and furled sails and pointed yards to the wind, for what little there is, is dead ahead. The midshipman's half-yearly examination began. In the afternoon we were reading the *Life of Columbus*. When the sun went down there were a number of dark clouds about, but the whole sky was one mass of bright colours one of which was a peculiar greenish blue. There were apparently two sunsets, one after the other in succession; the colours of the first died out and then brightened up again. More than once after watching the sunsets and sunrises at sea did we turn up and re-read Mr. Kingsley's words:—

"The evening skies are fit weeds for widowed Eos weeping over the dying sun; thin, formless, rent—in carelessness, not in rage; and of all the hues of early autumn leaves, purple and brown, with green and primrose lakes of air between; but all hues weakened, mingled, chastened into loveliness, tenderness, regretfulness, through which still shines, in endless vistas of clear western light, the hope of the returning day. More and more faint the pageant fades below towards the white haze of the horizon, where, in sharpest contrast, leaps and welters against it the black jagged sea; and richer and richer it glows upwards till it cuts the azure overheard; until, only too soon

> 'The sun's rim dips, the stars rush out,
> At one stride comes the dark;'

TENERIFFE TO BARBADOS.



(The second course traced is that of H.M.S. *Atalanta*, the last taken from her log. It is here given as showing how she met the same peculiar winds on her passage that the *Bacchante* did).

Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Dec.					N.	W.				
6	...	...	...	Calm.	...	...	71°	71°	70°	69°
7S.	S. 37 W.	117	20	S.E. 2·5	27·0	18·19	72	72	71	71
8	S. 66 W.	8	128	S.W. 4·2	26·7	20·38	72	72	74	74
9	S. 55 W.	...	134	W.S.W. 1	24·48	22·39	72	72	75	73
10	S. 52 W.	...	141	S.W. and N.W. 2·1	23·21	24·41	74	74	74	71
11	S. 60 W.	...	157	N.W. 1	22·2	27·9	74	74	76	74
12	S. 62 W.	...	145	E. to S.W. 1	20·54	29·26	74	74	75	75
13	S. 62 W.	...	134	S.W. to N.W. 1	19·52	31·31	74	74	75	71
14S.	S. 64 W.	...	130	S. & N.W. 1·3	18·54	33·34	74	75	76	74
15	S. 40 W.	...	91	N.W. 3·5	17·35	34·37	74	75	75	75
16	S. 42 W.	9	100	N.W. 5·6	16·14	35·52	75	75	75	74
17	S. 44 W.	117	...	N.W. 5	14·50	37·16	75	75	77	76
18	S. 40 W.	69	...	N.W. 4·1	13·58	38·2	75	75	78	76
19	S. 66 W.	74	...	N.W. 1·2	13·27	39·11	75	75	78	76
20	S. 84 W.	6	142	N.E. 2·3	13·11	41·42	74	75	78	76
21S.	S. 86 W.	...	164	N.E. 4	13·1	44·30	75	75	79	78
22	W.	...	171	N.E. 4·5	13·1	47·49	74	75	79	77
23	N. 89 W.	...	181	N.E. 3·4	13·2	50·55	75	75	81	80
24	N. 89·40 W.	...	256	N.E. 4·6	13·3	55·20	75	76	79	79
25	...	...	219	N.E.	...	...	75	73	82	80
		400	2321							

Total distance... 2721 miles.

to be succeeded, after the long balmy night, by a sunrise which repeats the colours of the sunset, but this time gaudy, dazzling, triumphant, as befits the season of faith and hope. Such imagery, it may be said, is hackneyed now, and trite even to impertinence. It might be so at home; but here, in presence of the magnificent pageant of tropic sunlight, it is natural, almost inevitable; and the old myth of the daily birth and death of Helios, and the bridal joys and widowed tears of Eos, re-invents itself in the human mind, as soon as it asserts its power—it may be its sacred right—to translate nature into the language of the feelings. And meanwhile, may we not ask—have we not a right, founded on that common-sense of the heart which often is the deepest reason, to ask—'If we, gross and purblind mortals, can perceive and sympathise with so much beauty in the universe, then how much must not He perceive, with how much must not He sympathise, for whose pleasure all things are, and were created? Who that believes (and rightly) the sense of beauty to be among the noblest faculties of man, will deny that faculty to God, who conceived man and all besides?'" (*At Last*, pp. 11, 12).

Dec. 9th.—We continue under steam 5·8 knots, hoping for the north-east trade-wind, but in vain. In the afternoon a swell came up long and heavy from the north-west, and happening by its periods just to suit the ship, rolls us nine to the minute all night through. Several sail in sight, one of them supposed to be the *Atalanta*.

Dec. 10th.—Bright and sunny, but, alas! no wind; examination still going on; entered the tropic of Cancer at 10 A.M. In the afternoon exchanged colours with a German ship bound from Antwerp to the Floridas. At sunset two sail in sight; got into white jackets for dinner for the first time. The next day at noon we were just under two thousand miles from Barbadoes. There are nearly a dozen sail in sight, they are evidently becalmed and waiting for the "trade" which never comes. In the evening a little breeze for two or three hours comes up from the south-east and we are able to set fore and aft sails. To-day began to read the *Earthly Paradise*, and suppose we are on the track of those Northmen; certainly "the steely plain of sea" looks this evening as if one could get out and walk upon it, "so unlike any liquid as seen near shore or inland is this leaping heavy plain, reminding one by its innumerable conchoidal curves not of water, not even of ice, but rather of obsidian."

Dec. 12*th.*—In the early morning much lightning away to the north-east, what little air there is being from the south-west. Regular doldrum weather, the very flying-fish seem lazy and go scuttling along only just above the surface of the water like little birds. We are now two hundred miles within the northern limit of the north-east "trades" in winter, but not a breath of one have we yet felt. Had a turn at gymnastics in the afternoon; and at 5 P.M. observed an American full-rigged ship on the starboard beam with a signal flying, so altered course and steamed towards her. At first her signal was taken in as "no doctor available," and our three medical officers were gently excited on the poop, wondering which of them would get a job, but on coming nearer the signal proved to be "exchange longitudes." We exchanged longitudes and returned to our course. At noon to-day we were just 1,800 miles from Barbados. After dinner the captain exhibited his electrics in the after-cabin; some pretty jets and twirls of pink and green light inside glass tubes.

The next day was very muggy, and we were rolling about, as the swell and what little wind there was were coming up from opposite quarters. We, however, still keep pounding along 5·8 knots, passing, as usual, eight or ten sail. The whole of this part of the sea is evidently now a regular high road, and very different from when Columbus crossed it. Sunday (the 14th) was just the same; if anything, a trifle more motion on the ship, but having a grass hammock rigged up, we were able to turn in and disregard it. At 2 P.M. we made plain sail on the starboard tack, and at 4.30 P.M. stopped steaming, which, however, we had to commence again an hour afterwards.

Dec. 15*th.*—In the forenoon midshipmen's examination still going on, and in the afternoon we go to rifle drill and gymnastics. The wind is now dead ahead, and a little stronger, so that we are only making four knots against it, and we begin to wonder whether our coals will hold out, should we have to steam against a strong head wind the remainder of the distance to the West Indies, 1,470 miles. Finished reading *Westward Ho!* for the second time.

Dec. 16*th.*—The wind having at last got a touch of north in it (north-west), at 10 A.M. stopped the engines, made plain sail, and at 11 A.M. hove to, and got up the screw; the breeze being pretty steady took us along for the rest of the day between four and five knots.

Dec. 17*th.*—The breeze has freshened, though it shows no signs

of drawing round to the north-east; still it is very pleasant with the thermometer at 76° sailing along between five and six knots, after all the thumping we have had with the screw. Shoals of flying-fish to-day. Alas, towards evening the wind all died away, and there was a flat calm, and we were flumping about on the swell, with the ship's head all round the compass. This continued all night until noon the next day, when we had only made sixty-nine miles; it lasted also the whole of that afternoon, and until the noon of Friday, the 19th, when we rove screw purchase, got the screw down, and commenced steaming at 2.30 P.M. We had scarcely done so when the north-east trade at last began steadily to blow, and we set starboard stunsails, and go gallantly along under steam and sail six and seven knots, being now just over 1,000 miles distant from Barbados. Our average daily run for the next three days to the 23rd was 170 miles, on the afternoon of which day lit fires under a third boiler, and increased to forty revolutions, which, with the "trade" blowing a steady six, carried us along ten knots all that night and the whole of Wednesday, the 24th, on which day we made a run of 256 miles, which brought us to a distance of 217 miles from Barbados.

Christmas Day.—Up on deck at 4 A.M., and had first sight of the Southern Cross; it was low down in the horizon, and appeared more to resemble a lily bent to the left than a cross. At 8.15 A.M. sighted Barbados: a long, low, grey-looking shore, with a tall lighthouse on the southern end towards us. The island is in the shape of a leg of mutton, twenty-one miles long, and fourteen broad, tapering down to three, its circumference about fifty-five; its area is about the same as that of the Isle of Wight. At 9 A.M. shortened and furled sails, and then had a short Christmas Day service on the main deck, and at 11.15 A.M. stopped the engines, and came to in twenty fathoms in Carlisle Bay, off Bridgetown. H.M.S. *Tourmaline*, Captain R. P. Dennistoun, is lying here, further in towards the shore, glistening, clean, fresh-painted, and with her sun awnings spread fore and aft, looking cool and enviable from our hot decks, which at present are very dirty, with traces of steaming. Further away, a mile or so to the north, lie all the merchant shipping, a goodly array of coasters and other steamers, off Bridgetown. Swarms of shore-boats, with grinning, laughing, negro washer-women, at once surrounded us. Jane Ann Smith was the only one (she stands over six feet) that sat in solemn dignity in the stern sheets of her boat, the *prima donna* of the occasion, having

already washed for Prince Alfred on more than one occasion, and fully intending to do so for other princes yet. The other negresses gesticulated, each from her own boat, and saluted the officers on the poop with many endearing terms, claiming also former acquaintance with the elder and sedate, and of all things in the world flourishing cotton Manchester-made pocket-handkerchiefs flag fashion, with likenesses of us both woven in colours on them, and one or two triumphantly produced framed photographs of us taken at Dartmouth, which they waved about, bobbing and kissing their hands, all one huge grin of delight. Are these gaily-decked ebony forms merely thus showing the simple silliness of good-natured animals, or the joy of the fluttering bird about to swoop upon what it regards as its easy prey? or is it the fawning of a lower race before what even yet it has not ceased to feel as its superior? or a mixture of all three? Be it as it may, we can't help laughing at and with them the first time we set eyes on such a laughter-compelling exhibition. As soon as the ship is moored they come on board with their certificates of former performances, and seem for the first hour after anchoring to be swarming all over the half deck.

In the afternoon called on the Governor, Major G. Strahan, R.A. He was aide-de-camp to Sir Henry Storks when the Prince of Wales was in Corfu. Three years ago he happened to dine at Abergeldie, the night of the day that Eddy first went out deer-stalking, and remembered the *curée* afterwards under the porch. We also called on General Gamble, C.B., commanding the forces, at Queen's House, where we went round the well-arranged garden, in which are all sorts of curious shrubs and plants, and in a great tank in a shady dell three old turtles of great antiquity, one of whom recognises his keeper, and performs tricks for his food. All the officers of the ship had their Christmas dinner under the poop, when some of the more elderly officers of the civil branch astonished their juniors by the sentimental and old-fashioned bravura ditties with which they favoured the company.

Dec. 26th.—Began coaling ship from lighters, which however came off but slowly from the shore; one carrying ten tons of coal swamped and sank alongside. We landed in the afternoon at the Carenage and went up to Government House and had a game of lawn-tennis with other midshipmen, and also at billiards in the cool room detached from the house and opening on all sides into the garden. The Governor showed us all over this and the grass walks

under the palms; we saw among other things the common accompaniment of a West Indian kitchen door, the magic Papaw tree, whose leaves rubbed on the toughest meat make it tender on the spot, and whose fruit makes the best of sauce or pickle to be eaten therewith; the stems are some fifteen feet high, with a flat crown of mallow-like leaves. We afterwards dined with him quietly; no one was there except the colonial secretary (Honourable W. F. Hely-Hutchinson), the attorney-general (Mr. Fleming), and Mr. Hull, the private secretary. Driving down to the landing-place after dinner, through the warm still air of the tropic night, we heard for the first time the perpetual whistling of the frogs, which after dark kept up a regular chorus from every garden and field all over the place.

AT BARBADOS

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Dec.		°	°	°	°
26	N.E. 7·4	72	72	80	79
27	N.E. 3·1	70	70	80	79
28S.	N.E. 3·1	70	69	81	79
29	N.E. 3·4	80	80	81	79
30	N.E. 1	80	80	82	80
31	Calm	80	80	81	79
Jan.					
1	N.E. 1·2	80	80	81	79
2	N.E. 2·6	79	79	75	74
3	S.E. 1·4	80	80	79	78
4S.	N.E. 1·3	80	80	80	77

Dec. 27th.—Still coaling, but finished at 2.30 P.M., having received 356 tons, and then began at last to wash down and get the ship a little bit tidy. At 4 P.M. we landed and went up to Queen's House for a ride with the General, which was very jolly in the cool of the evening. We rode all along the beach to the lighthouse point; the water close under the shore was of clear emerald green with a white sandy bottom, and the land crabs were scuttling about and still crawling there just as they did when Amyas Leigh walked and sat upon this same beach in 1583, what time he "came to Barbados and found no man therein" (*Westward Ho!* chap. xvii.). And the "bearded" fig trees too, large spreading trees with bold evergreen foliage, were still there, with their fibrous twisted

roots hanging from the branches like beards; from which the island got its name from the Portuguese, who saw them first in 1518. The first recorded visit of Englishmen was in 1605, when the crew of the *Olive Blossom* landed, put up a cross and cut thereon, "James, King of England, and of this Island." From that day to this it has never ceased to belong to Great Britain, and is almost the only one of the West Indian islands that has never changed hands. It lies most to windward of the trades (*i.e.* up to north-east) of any of the Antilles, being seventy-eight miles east of St. Vincent. It remained thickly wooded and uninhabited till 1624; four years later the first English colonists landed; but they knew no use for the sugar-cane, till in 1640 a Dutchman from Brazil taught them the secret of boiling the juice. In a few years their prosperity was prodigious. The whole of the western coasts of the island were soon covered with plantations, and in twenty years 50,000 English settled there. The civil wars in England increased the number of the planters, who were chiefly men of wealth. The growth of Barbados went on fast from 1640 to 1650. In 1645 many Royalist refugees emigrated hither, and Charles II. was proclaimed king as soon as the news of Charles I.'s execution came out. They called the island "Little England," and in the planters of Barbados we certainly find the earliest type of the true English colonist. The representatives of these families that have been located in the island for over 200 years are there still, and as much attached to the soil as the representatives of county families at home, and in many cases they are the descendants, through junior branches, of some of the best families in England, and their estates are still called after the ancestral domain.

Barbados was, however, reduced to submission by the great Protector, who had a strong colonial policy; he forced the island to give up free trade with the Dutch and Portuguese, and by his Act of Navigation to trade with none but the mother country. Cromwell also did a great deal for the West Indies by sending many of his Irish and Scotch prisoners out as slaves. Seven thousand Scotch, for example, were sold to the West Indian planters after the battle of Worcester (the same thing was done in 1716 after the rebellion of the Pretender). In 1657 Barbados was the most populous, rich, and industrious spot on the earth. Fourteen thousand pounds was reckoned then the smallest capital with which a planter could settle upon an estate of 500 acres; but this sum easily yielded 50 per cent. every year. The West Indian plantations were to England

in the time of Charles II., and until after the Revolution, very much what the cotton and iron manufactures are in our own times. It was calculated that 250,000 English were engaged in the plantation trade, and as every one of these, including the sailors employed on the trade thither, furnished employment for four pairs of hands at home, over 1,000,000 of people, or one-seventh of the entire population of England at that time, must have been dependent upon it. What wonder that in 1663 a duty of 4½ per cent. upon the produce of the island was levied by the English Parliament, to defray the expenses of its government, and as a tribute or contribution to the Imperial exchequer in England? England thus drew annually considerable sums from the country. William of Orange looked upon this income as his personal property, and used it for pensions and other political objects in England. This tax to the home government was not removed till 1838. It prevailed in all the West Indian islands, and many years in succession the contribution thus paid to the English exchequer from the West Indies amounted to more than a million and a half sterling. The colonies paid then, at any rate! and they possessed at the same time free and independent governments of their own.

The present exports of Barbados are valued at over 1,000,000*l.* per annum; and the imports at about the same. Of the sugar exported about an equal quantity goes to the United States as to the United Kingdom; but of the molasses, twelve times as much to the States as to the Kingdom, and to Canada twenty-six times as much. There has been a local parliament here since 1645, with an Upper and a Lower House. The Upper consists of eight members nominated by the Crown. The Lower House consists of twenty-four members in all, elected, two from Bridgetown, and two from each of the eleven parishes. The elections are annual; the electors are less than one in a hundred of the inhabitants; their qualification is to be ratepayers of 2*l.* per annum. There is no public debt.

Riding a little way inland, all the trees seemed to be in flower; scarlet, bright yellow, blue and copper, with their leaves the brightest green. We dined at Government House again and met there the Bishop, the General, Sir J. Sealy, Judge Packer, Colonel Eccles (of the 4th Regiment), Colonel Hill, and Colonel Clements (Inspector of Police), in addition to those who were there last night, and Lieutenant Fawkes, R.E., the General's A.D.C.

Dec. 28th.—Roman Catholics went to early mass on shore, and we had our usual services on board morning and afternoon. There was

a funeral from the *Tourmaline* in the afternoon. We do not find the tropics nearly so warm as we expected, the thermometer on board is never much over 80°, and since we have been lying here there has been a gentle north-east "trade" continually blowing, which helps to keep the air delightfully cool; we hear it is so for eight out of the twelve months of the year.

Dec. 29*th.*—Arrived the English mail steamers *Nile* and *Tiber*, the former outward, and the latter homeward bound. Heard from home, and wrote for next day's mail. At 4 P.M. arrived H.M.S. *Tamar*, Captain W. H. Liddell, going from Jamaica to the west coast of Africa with the First West Indian Regiment. The incoming mail brought news of the promotion of two of our messmates; and the order for their passage to England by the mail leaving to-morrow. There was a cricket match in the afternoon between our eleven and that of the *Tourmaline* and garrison combined, which we won by four wickets. It was played on the Savannah, which is a large flat extent of rough grass, of about a hundred acres, to south-east of town; round the edge runs the fashionable carriage drive, bordered on each side by trees, and at a little distance back from the road the barrack buildings of St. Ann's garrison. In the evening there was a ball at Government House. It seems odd, but we suppose it is natural, that in the same way as when out-of-doors in our drives or walks by day we see no white face either in the streets or country; so to-night there was not one black face in all the rooms, and we wondered where all the English came from. Black men and women everywhere all day, white men and women only to be seen at night. "Ortus est sol et congregati sunt et in cubilibus suis collocabuntur. Exibit homo ad opus suum et ad operationem suam usque ad vesperum." The whites are about one out of every ten souls in the island; the whole population of which is 160,000, or more than that of Portsmouth at home. It was deliciously cool between the dances out in the broad verandahs, looking out across the garden into the calm, still, tropic darkness, where the great palms were standing up against "the purple night hung with keen stars," while the noise of the crickets and whistling frogs pulsated plaintively from a distance.

Dec. 30*th.*—The mail steamers *Nile* and *Tiber* sailed, one for England, in which sub-lieutenants Rolfe and Ingram took passage home on promotion to lieutenants, and the other to go down the islands. The *Moselle* and *Eider* arrived. We played a return match with the *Tourmalines* and garrison, and won again. Mr.

Childers dined at Government House with us, and took the news home to England, for the comfort of all concerned, that our noses were not tatooed. Colonel Eccles and the officers of the 4th Regiment gave a dinner to Captain Lord Charles Scott and the officers of H.M.S. *Bacchante.* The band of the regiment, amongst other pieces, played a valse composed by the colonel called "King's Own Royals," which the captain so much admired that he asked for a copy, and it henceforth became one of the favourite tunes of the *Bacchante's* band. They also performed one or two effective pieces consisting of alternate passages, instrumental and vocal.

Dec. 31*st.*—We left the ship at 11 A.M., with the captain, three ward-room and five gun-room shipmates, to go for a picnic given by General Gamble at Codrington College on the other side of the island. On landing at the Carenage Colonel Hill took charge of the party. We filled three carriages, and drove first to St. John's; on either side of the road, as thick as they could be packed, were the negro huts of wood, each looking as flimsy as if built of cards. They are never more than one storey in height, and are usually supported on rows of rough stones, which raise the floor a few inches from the surface of the ground. In size they are perhaps twenty feet by ten. Their roofs are shingle, of wood imported from Canada or the United States; they have no glass in the windows, which are merely square apertures, closed either by jalousies, or trapdoor-like shutters with hinges at the top, which, when propped open, form effectual sunshades. Often through the open door you can see a huge four-poster, which takes up nearly all the interior of the family resting-place. Each hut stands in its little garden, with bananas and maize, and swarms of black children rolling over each other in the sun, and in the white narrow road are old negro men and old negro women everywhere laughing, and apparently happy, well-to-do, and sleek. These huts stretch for a couple of miles outside the town (which contains in all about 20,000 inhabitants, or about an eighth of all in the island), and as soon as we are clear of them come the fields of sugar-cane. Looking back from the top of a slight hill over these towards Bridgetown with its towers and shipping in the distance, you could for a moment imagine you were in England, and that the green expanse of cane was that of corn not yet ripe. But only for a moment, for the eye catches here and there groups of tall cocoa-nut trees, and the chimneys of the sugar mills (of which there are said to be

500 in the island) and the thick whitish green stumps of the cane, and these quickly undeceive you. We got our first taste of the sugar-cane here, in the first English colony where sugar-cane was planted. You cut a piece a few inches long with a knife and tear the fibrous bark off with the teeth; on chewing, you get, of course, the sweet taste of the juice, but there is too much fibre in the mouth at the same time, so that the sense of biting wood or straw predominates. We hear that at present land fetches from 80*l.* to 100*l.* an acre here, and with good management will return ten or twelve per cent.; guano has to be largely used to stimulate the cane. On arriving at St. John's church (nine miles out), which, with its square tower, its nave and short chancel, is exactly like an English village church, approached as it is also by a grove of thick shaded trees from the roadside, we got out and walked round the churchyard. It stands at the edge of the eastern cliff looking right out towards home, 4,000 miles away, for between us and all which England contains lies nothing but that blue stretch of waters over which comes the trade wind full in our faces; looking down from the top of these brown cliffs we see the surf breaking on the line of coral reefs which extend along the whole of this eastern side of the island at a short distance from the shore. They are broken by one bay only, with its river, at the mouth of which there is no white line; the still green water inside the reef contrasts strongly with the dark blue of the sea beyond. Barbados is nearly encircled by coral reefs, which in some parts extend seaward nearly three miles. Six-sevenths of its whole area is formed of this coraline rock and limestone. In fact the island is a succession of limestone and coral terraces representing so many different periods of upheaval from the sea. The iron sandstone cliff, on the edge of which we stand, does not descend perpendicularly into the sea, but is broken away in a manner that reminds us of the undercliff in the Isle of Wight, with its precipitous rocks and a number of boulders toppled over and covered with shrubs and grass. In this churchyard we saw humming-birds for the first time—little splashes of light darting here and there in the sun. We went into the church, and there saw two monuments in white marble, by Flaxman, and old tombs of 1666 and 1789, telling of old days and of an old *régime* long passed away. Mr. Sealy (son of Sir John Sealy), the incumbent, came to us from the garden of the rectory, which adjoins the churchyard, and gave us our first taste of fresh cocoa-nut juice. He and two giant negroes (the "Bims," or

Barbadians, are of heavier build, broader in the face and higher in the forehead than the negroes of the other islands) sliced with long carving knives the green rind from the just-gathered nuts, which they held between their knees; then, after punching a hole through the white and not yet hardened shell, handed us the nuts, so that we might tilt at once, either into our mouths or into hand-glasses, the sweet, cool, light-coloured liquid, than which few drinks are more refreshing. There are eleven rectors and twenty-eight curates, each paid by the colony, as are also the Wesleyan, Moravian and Roman Catholic pastors. There are eleven parishes in the island, 140,000 out of 160,000 of the inhabitants belong to the Church of England, about 12,000 are Wesleyans, 4,000 Moravians, and only 500 Roman Catholics.

From St. John's we drove down through the slopes of the undercliff to Codrington College, passing many still more flimsy and rickety negro-huts. On our arriving at the entrance of the long avenue of cocoa-nut palms which leads up to the college, there was an enthusiastic gathering of negro women, men, and children, to see "Queen Victoria's piccaninnies." They clustered round the first carriage that arrived, which was a wagonnette containing mids whom they took for us, and frantically embraced every part they could lay their hands on—the steps, door, splash-board, kissing these and even the wheels, and overwhelming the occupants with blessings and salutations of joy and delight. When we came a little after, the first burst of emotion had been let off, but still enough remained to give us a hearty welcome. The stalwart Barbadian negro is better satisfied with himself and more independent than any other. He may have belonged originally, in Africa, to some higher race, for there are as great differences of race among negroes as among European nations. The true Barbadian born looks down on all other negroes as beings of an inferior grade. They are almost the only negroes who will work. The island is so thickly populated that if they did not they would starve. In consequence labour is cheap, and the whole island looks like a well-kept garden. Many Bims migrate to other islands as carpenters, smiths, &c. We took two Barbadian negro carpenters on board the *Bacchante* with us during the whole of our cruise in the West Indies. They were employed on inlaying the combing of the after-hatchway on the quarter-deck with various coloured woods; they did it very well and worked steadily, giving no trouble whatsoever. They returned to Barbados from Jamaica.

Codrington College is a long, white stone building, well and substantially constructed. Principal Webb was not there, as it happened to be vacation time, but the head tutor and some of the students in cap and gown were on the grass plat in front, and went with us into the chapel—a cool, lofty, panelled hall, where the organ was played by one of them. We then went into the garden at the back of the college, and sat looking out for a while over the sea through various forms of tropic vegetation, well laid out, and with many welcome shady corners, refreshed with breezes from the Atlantic. Here we waited till the lunch, which we had brought with us, was ready in the college hall. This over we went into the library, where there is a fine collection of old books, and amongst others some of the college prizes won at Cambridge by Bishop Rawle of Trinidad. There is also a fine bust of General Christopher Codrington, the founder, who in 1712 bequeathed two estates in the island of over 700 acres to the Society for the Propagation of the Gospel to establish a College here for the study of physics, surgery, and divinity. There are several scholarships of over 30*l.* a year, and three of the same value paid by the colony for young men born in the island who cannot afford the expense of going to Oxford or Cambridge.

We planted two or three palm-trees, in memory of our visit, alongside the piece of water in front, and after chatting a bit with the students we drove back round the south end of the island to Bridgetown, where it was dusk when we arrived, and so off to the ship, where we found that all the port watch, who had been away on forty-eight hours general leave, had returned on board, sober and without a single case of leave-breaking, and the starboard watch were just going over the side for their general leave. The bachelor's ball was given this evening, to which some of the officers went to dance the old year out and the new year in.

Jan. 1*st*, 1880.—Sailed H.M.S. *Tamar*, and at 2.15 P.M. H.M.S. *Atalanta* made her number off the lighthouse on Needham Point, and an hour later beat up to the roads and anchored close to us. Crossing from Teneriffe she has had just the same weather and total absence of north-east trades that we experienced. There was a cricket match on the Savannah between our eleven and the Barbados Club, "The Wanderers." They played very well, and we were thoroughly beaten. At dawn this morning Mr. Sims, the naval schoolmaster of the *Bacchante*, died in hospital, whither he had been conveyed from the ship early yesterday morning. He

had been for some time suffering from rheumatism in his limbs, which, however, entirely ceased the day before his death, when it seems to have gone to his heart. He was twenty-three years of age, and will be much missed in the ship, both as regards his regular work with the boys (he always played the harmonium in Church on Sunday), and also on account of the voluntary services of help which he rendered to different members of the ship's company. He was buried to-day at 5.30 P.M. in the military cemetery by the edge of the sea; and George, happening to have that watch, marched as the midshipman in charge of the funeral party of bluejackets and marines under the first lieutenant. In the evening the Governor, Mr. Hely-Hutchinson and Mr. Hull, dined on board, together with the Bishop and Captain Dennistoun of the *Tourmaline* and Captain Stirling of the *Atalanta*.

The *Atalanta* and *Eurydice* were not sister ships, though nearly of the same size; the *Atalanta* being of 958 and the *Eurydice* of 921 tons displacement. The *Atalanta* was built at Pembroke in 1844, and after service as a man-of-war was used as a water-police hulk at Portsmouth harbour till 1877, when the police went into barracks. After the foundering of the *Eurydice* she was converted at Pembroke into a training ship, and to increase her stability her masts and some of her spars were shortened. After her first cruise in the West Indies her weight of armament was reduced, additional ballast being given in compensation. On the 7th November, 1879, the *Atalanta* with 300 young seamen on board sailed from Portsmouth for the West Indies on her third cruise of instruction, with orders to return home about April 4.

Jan. 2nd.—Left the ship at 10 A.M. with the captain and doctor, and six messmates from gun-room—Royds, Peel, Currey, Christian, John and Sammy—for the pier in Bridgetown harbour, to which we went in the steam pinnace and galley through the merchant shipping anchorage. The piers on both sides of the harbour, which is like an embanked river, were thronged with negroes, who swarmed still more thickly round the landing-steps at the further end. This was the first opportunity they had had *en masse* of seeing the Queen's piccaninnies, and consequently they expressed their feelings in a very demonstrative manner; one old lady, name unknown, threw a spade guinea of George the Third's, wrapt up in paper and inscribed "a Souvenir of Barbados," into the carriage as we drove through the town (in which the extreme irregularity of the buildings, and the absence of all shop windows are very striking) up to

Government House, which George has worn on his watch-chain ever since. In the square by the landing-place stands a bronze statue of Lord Nelson, who paid the island a flying visit in 1805, when he was on search for the French, whom he caught up in October of that year and beat at Trafalgar. This was the last spot of British territory he trod upon in life.

The Governor and Mr. Fleming joined us, and we started to drive to Farley Hill at the northern end of the island. The road led for the first ten miles along the western shore to Speight's Town, where more black people turned out enthusiastically; they had erected two or three arches of greenery and bright flowers across the street, and various brilliant handkerchiefs and streamers were fluttering from several of the one-storied huts, which here were certainly better constructed than some we had seen at Bridgetown. In fact several of the houses are built of brick or stone, and there are several stores. Close to the town there are two jetties stretching out into the sea, and some few schooners were anchored there waiting to load with sugar. We drove through the crowd up the hill to the police station, inside the courtyard of which we changed horses, and after visiting some poor blacks in the hospital of the almshouse close by, the greater number of whom were suffering from a sort of elephantiasis in the feet, we drove on to Sir Graham Briggs's. He was away in England, but we went over the fine house and garden and up to the summer-house at the top of the hill, from whence there is a wide outlook over Scotland (as all this north part of the island is called). We had lunch, which had been sent on by the Governor, in the long dining-room, and then adjourned to the billiard room and library up stairs, as unfortunately it had become a wet afternoon. We drove back the same way we had come. At one place on the right-hand side of the road the Manchineel shrubs with their dark green leaves were pointed out to us; their milky juice, if merely dropped on the skin, raises blisters or worse. In the evening there was a ball given by the chief gentry of the island at Hastings Hotel to Captain Lord Charles Scott and the officers of the *Bacchante*. The rooms, which are all on the ground floor, were very prettily decorated, and opened all into each other. As the whole was surrounded by a very broad verandah, which made a spacious and cool border for the "wall-flowers," who from where they sat could see what was going on inside, there was ample space for dancing; and everybody seemed thoroughly to enjoy the hospitality extended to them.

Jan. 3rd.—At 1 P.M. (after making up our logs and watch bills, *i.e.* lists of the bluejackets, their ratings, duties, and stations in each part of the ship, in which about a dozen changes are of necessity made every week), we left the ship in the steam pinnace and landed at the adjutant-general's wharf, just opposite the anchorage, and drove up to Bishop's Court, where we lunched with the Bishop, his mother, Mrs. Mitchinson, and her sister. A young son of the black bishop of Haiti, and other youths, were staying in the house, which is prettily situated on the top of a hill with sloping gardens and copse all round. He showed us his pets—monkey, cat, and dog, all happy together, and also some beautiful specimens of *foraminifera*, under a large microscope, and we then started with him in the carriage for Cole's Cave, six miles away in the centre of the island. It was a very warm afternoon, and we were obliged to have the hood up, and all fell off into a nap on the road. Arrived there we clambered down a steep gully profusely overgrown with green things of every shape, size, and sort —silk-cotton trees, ferns, palms, and orchids—by the help of two or three stalwart negroes, to the opening of the cave. Once inside we all carried candles; the cave is very long, and runs through the limestone as a fissure, it is said, for miles; and on the stream of water which flows northwards at the bottom, and by the side of which we walked, it is said that some ducks were once placed, which afterwards made their way out to the eastern coast of the island. The whole roof is one mass of stalactites; many of these have been broken off by negroes, who descend to get water from the stream when the water supply outside above runs low. In the same way the province of Yucatan in Central America is a vast table of coral rock, beneath which flow large streams in water caves. The ancient cities were always built near these caves, and the Indians centuries ago marked the course of these subterranean streams by heaps of stones. Some contain fish said to be blind, like those in the mammoth cave of Kentucky. With many of them are connected all kinds of Indian legends or tradition. In fact you always find these caves and streams in the limestone or coral formation. There is no running stream above ground in Barbados, but there is plenty of rain which percolates through to feed these underground springs. We had brought some magnesium wire with us, of which we from time to time lighted strips. The largest and most perfect stalactites were up one branch to the left called the "dry cave," although there is as much mud and damp up there as elsewhere.

From these paths of darkness that lead below we ascended by the help of the Bishop into the realms of light, and on coming out of the cave went a short distance along the road to a place called Sturges, from whence there was a fine view of all the north part of the island; on the left is the flat summit of Mount Hillaby (the highest elevation in the island, 1,147 feet above the sea), and on the right Chimborazo, wooded, its rival as the highest point in the island.

In the glen was growing a giant ceiba, or silk-cotton tree, with its roots jutting out like walls or buttresses on all sides; the negroes hold such to be sacred, and believe them to be haunted by "jumbies;" each of its boughs, seventy or eighty feet above the ground, was as big as an average English tree.

Drove back to town in time to catch the six o'clock officers' boat off to the *Bacchante*. We envied the *Tourmalines*, whom we saw bathing over the side of their ship. This they do every morning and afternoon, plunging and diving apparently regardless of the sharks, of which there are many about, but they are easily kept at a distance when many men are splashing in the water together. The dead body of a horse floating out to sea was made fast astern of the *Bacchante* as a bait for these gentlemen, and though the stench was rather strong all that day and night, it attracted one or two large sharks who were duly shot by the commander from off the poop. At present there is no decent Sailors' Home or Club here, which is a great drawback, as the houses where the men sleep when ashore on leave are filthily dirty and the grog is something too shocking. Sir Leopold McClintock and General Gamble have lately started a club, to be managed by a committee of petty and non-commissioned officers for the two services, to which the Prince of Wales sent (after our return to England) a donation in memory of the *Bacchante's* cruise to the West Indies. It was through sleeping ashore in close contact with some of the crew of a coasting brig that had come in from one of the infected islands, that two or three of the *Atalanta's* hands took the yellow fever, on account of which Captain Stirling afterwards ran north into cooler latitudes when he left here, and passed St. Kitts without communicating, for Bermuda.

[The total area of all the West Indian Islands whatsoever, and to whomsoever belonging, is about equal to that of Great Britain; their total population is over 4,000,000, or about equal to that of London, and between that of Ireland and that of Scotland. The

largest extent of this area is made up by the two great islands of Cuba and Puerto Rico; these, which are about equal in area to England, belong to Spain. Haiti, about equal in area to Scotland, is governed by two negro republics. The area of the British West Indies is about equal to that of Wales. The greatest extent, then, of the West Indies belongs to Spain, but the larger number of the islands to England. Their united population, also, is about equal to that of the Principality—one million and a half. Of these, however, by far the larger number are blacks. In Jamaica the proportion is one white man to every thirty-eight negroes. On a very liberal allowance, then, the whole white population resident in the British West Indies is not equal in number to that of Cardiff. This tropical Wales however—the British West Indies proper—consists now of six independent governorships, of six separate provinces or colonies. Three of these are three groups of islands; three of them are three larger islands, each a self-contained government in itself. These last are Barbados on the east, Trinidad on the south, and Jamaica on the west. The three groups of smaller islands, each group an independent province or colony, are: the Leeward Islands, or northern half of the Antilles—Antigua, Dominica, Montserrat, St. Kitts, and Nevis; the Windward, or southern half of the Antilles—Grenada, Tobago, St. Vincent and St. Lucia; and the Bahamas, the most northerly group of all, off the coast of Florida.

With these six colonies (the British West Indies proper) are sometimes associated in popular estimation the two other outlying colonies: Bermuda, 1,000 miles away in the North Atlantic; and British Guiana, 300 miles away on the north coast of South America.

At the first glance the administrative system seems far too complicated for their present condition, and too costly for the restricted resources of the West Indian communities. A stranger at once asks whether united action between the islands would not enable economy to be combined with efficiency? Each island, no doubt, has a history and traditions of its own, which it rightly treasures with jealous pride. From the days of Cromwell to those of Nelson they have been the battle-ground of England in her contests with the various European powers for colonial empire and the commerce of the seas. Every headland and every bay has its story of Abercromby and Rodney, so that each little island is prouder than the next. But this is no real reason why every little colony should treasure and maintain its separate executive and legislative body; "the paraphernalia of a kingdom with the population of a small

English town." One consequence is that the officials are wretchedly paid, being so numerous; and each confined to his own island has no chance of promotion. Moreover, the smaller islands and communities, like the small republics of Greece, have an undue conception of their own importance, the same restlessness of spirit, and the same irritability of temper which have ever been the characteristic curse of all little commonwealths. Each also has its own customs and tariff, to the utter confusion of trade. In Barbados and British Guiana, no export duties at all are levied, and these colonies are conspicuous for industrial success. In the other islands the import and export dues vary indefinitely. The British West Indies want knitting up together.]

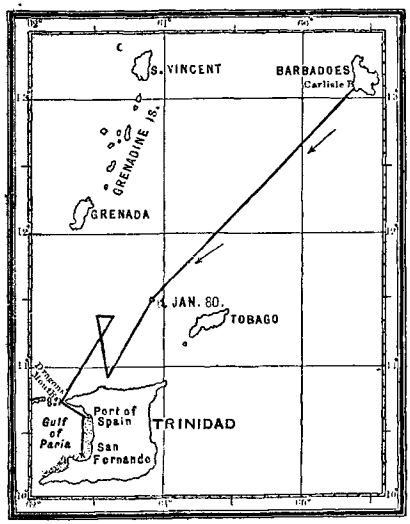
Jan. 4th.—Roman Catholics ashore to early mass. For our morning service the Bishop of Barbados came off and preached a compact and rousing little sermon on St Paul's "I keep under my body and bring it into subjection." He spoke in a most pugnacious way of "hitting under the eye" and "bullying" the flesh, by means of self-restraint, temperance and self-denial. The men were very attentive as he stood up and spoke to them on the main deck for twenty minutes without note or book. After which he at once went off for another morning service at his own cathedral ashore. At the afternoon service on board commemoration was made of the naval schoolmaster, Mr. Sims. The ship's company raised a good subscription on the lower deck for a monument to be erected to his memory, which Mr. Blunn, chaplain of the *Tourmaline*, has kindly consented to see carried out after we leave, and to send them photographs of the same, when it has been placed in the cemetery.

Jan. 5th.—The Governor, the Colonial Secretary, and the Attorney-General came off to bid good-bye, as also did Captain Stirling and Mr. Nimmo, chaplain of the *Atalanta*, and Lieutenants Charrington and Fisher of the same ship. We stowed away our pots of preserved ginger and guava jelly, cassava biscuit and dried flying-fishes' wings (the last to be used for book-markers), and other Barbadian curios. Got the screw up before dinner and at 3 P.M. weighed casting to port and shaped course south-west-half-south. There was a fair breeze from the north-east, so that in the evening we were able to set stunsails.

Jan. 6th.—At 8 A.M. we sighted Tobago on the port bow and at 1 P.M. Trinidad. We have been sailing pleasantly along, making over six knots the last twenty-four hours, and thus cover 130 miles at noon to-day, which leaves fifty-nine. If we had now steamed

we could have got into Port of Spain the same evening, but we shall spend another cool night at sea outside the gulf.

BARBADOS TO TRINIDAD.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Jan.					N.	W.				
5	...	...	...	N.E. 2·6·3	...	...	79°	79°	77°	76°
6	S. 42 W.	130	...	N.E. 4	11·29	61·5	79	79	79	79
7	...	53	35	N.E. 2.4	...	...	78	79	79	80
			9							
		186	44							
Total distance..... 230 miles.										

At 6 P.M. rove screw purchase and down screw and then tried to tack, but missed stays and so wore ship. The operation was repeated several times during the night as we stood on and off from the land.

Trinidad, next to Jamaica, is the largest of the West Indian islands; it is 48 miles long and 65 broad; its area is about the same as that of Lancashire. It is really an outlying part of South

America rather than one of the Antilles. Its geographical position is one of great importance both commercially and politically. Its proximity to the delta of the Orinoco, that vast artery that leads to the very heart of the South American republics, entitles it to become the entrepôt of much of their commerce. It was sighted by Columbus in his third voyage to the New World, on 31st July, 1496, when, in accordance with his vow to call the first land which he might see by the name of the Holy Trinity, he christened it La Trinidad. But the Spaniards never made much of the island till 1783.

Jan. 7th.—At 8 A.M. the next morning commenced steaming, and at 9.30 A.M. shortened and furled sails. We entered the Gulf of Paria, through that one of the Dragons' mouths called the Boca de Monos. The early morning had been showery, but it cleared up as we passed into the passage, so that we were able thoroughly to enjoy its beauties. The hills from their very summits down to the water's edge on either side are green; at first you imagine from a little distance they are covered with grass, but this resolves itself on your coming closer into a jagged and feathered mass of gigantic trees; those on the sky-line stand out clear and distinct, and you begin to appreciate their size by considering those that hang over the rocks and shores beneath. To these in some places we approach within a cable's length first on one hand and then on the other. Here and there the woods are broken into by clearings on which stand a hut or two and gardens of bananas and other fruits: islands and bays alternate, and small groups of fishermen's huts with patches of white sandy beach in front, on which their nets are spread to dry and their canoes hauled up. In one bay on the port side just before entering the gulf was the stranded wreck of a large coolie ship, which had been taken ashore here by the current, which sets very strong through the passage, so that it is very difficult and almost impossible to make the Monos Channel under sail. The difference between the colour of the bottle-green water in the bay and that of the sea outside is great: the waters in the bay contain the muddy discharge of the waters of the Orinoco, "waters from the peaks of the Andes 1,500 miles away," which flow into the gulf through its southern entrance.

Away on the starboard hand right across on the western shore of the bay we get our first glimpse of the Spanish Main, where the mountains of Venezuela are towering above the clouds. We alter course to the eastward, and come to our anchorage three miles from

the shore at 2 P.M. off Port of Spain, the buildings of which we can just see in the distance through the masts and rigging of a whole line of coasters and merchant ships which are lying further in between us and them. There is not a breath of air stirring here: we are shut in completely from the trade wind which rushes along half a mile above our heads.

AT TRINIDAD.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon	6 P.M.
Jan.					
8	Calm	81°	81°	80°	78°
9	Calm	80	80	80	81
10	Variable 1·2	80	80	80	79
11S.	Variable 1·2	80	80	78	79
12	Variable 1·2	81	81	79	79
13	Variable 1	81	80	82	80
14	Variable 1·2	81	80	78	78
15	Variable 1	81	80	81	80
16	Variable 3·1	80	80	79	77
17	Variable 1·2	81	81	76	78
18S.	S.E. 1·2	81	81	80	80
19	E. 3·1	81	81	78	77
20	Calm	81	31	80	80
21	N. 1·4·1	81	80	78	80

On the right as the sun goes down we see the long straight lines of heavy mist rising from the swamps at the mouth of the Caroni river, while away on the left rise the wood-covered hills with here and there bright patches of flowers, amongst others a great yellow-blossomed poui-tree. The Governor's aide-de-camp came off, and Captain Lord Charles Scott went ashore to call on Sir Henry Irving. That evening a large party of sixteen officers from the ship (eight of them from gun-room) dined at Government House, and then went to a ball given by Mr. Leon Agostini, a non-official member of the council. Here the floral decorations were the prettiest we have ever seen. Coloured lamps were festooned up both sides of the long avenue that leads to the open space immediately in front of "Coblentz." The lawn with its flower-beds was thrown into strong relief, for round the outside edge were standing a row of brown and black men holding lights which burnt now red, now blue, now yellow. The outlines of the one storied house itself were ablaze with rows of white lamps, which

ran round every window and doorway. The broad marble-paved verandahs which extended all round the exterior were left unlighted, a cool retreat from the ball-room inside, where those who sat or walked could look out on the coloured flower-beds, down to which, if they felt inclined, they could wander on the dry gravel walk. In the garden at the back of the house Mr. Agostini had erected a large supper-room in which all the guests, about 400, could be seated at once. There were three long tables with one cross one; the interior was decorated with many flags and small arms arranged in stars and other designs. The passage to the supper-room was through the large glass conservatory which in its turn formed a pleasing retreat. The whole place with its well-arranged combinations of subdued light and tropic foliage seemed to us more like fairyland than anything else. Everything went off uncommonly well, and at supper, as it was past midnight after the health of the Queen had been drunk and that of the Prince and Princess of Wales, every one wished Eddy many happy returns of his birthday; then off to the ship in the steam pinnace.

Jan. 8th.—To-day both of us were rated midshipmen; we were at the time the only two naval cadets in the gunroom. Not a breath of wind, and though the thermometer shows only 80°, yet there is a more oppressive feeling in the moisture-laden air than we have ever known before. The hot black hull of the ship lying at anchor retains the heat long after the sun has gone down. In the afternoon Mr. Sendall (secretary to Local Government Board, Whitehall, and who was Director of Education in Ceylon when the Duke of Edinburgh visited that island), a guest of the Governor's, Mr. Wilson, and Mr. Tanner (Director of Public Works), came off and arranged about excursions in the island next week. After dinner the "Snowdrop Minstrels" (the *Bacchante's* Christy Minstrels, composed of blue jackets and marines) made their first appearance; White, Cooper, Emery, Nash and Golding, were the chief performers on this occasion, the latter being the best hand as "Bones" and as a step-dancer. So ended Eddy's birthday festivities.

Jan. 9th.—General quarters as usual on Friday. In the afternoon we landed in the officers' boat and went up with some other mids, and had a good afternoon at lawn-tennis in the Government House grounds, which are very pretty, and in which we saw the cottage where Mr. Kingsley stayed, and then had a swim in the fresh water bath-house close by. We walked down to the jetty and came off to the ship by the six o'clock boat. The negroes here

seem to be quite different from those at Barbados, they cheered very well and did not jump about so much. Several fat negresses were sitting here and there with trays of abominable-looking half-melted sweetmeats in the streets.

Jan. 10th.—Left the ship at 10 A.M. and went ashore in the steam cutter, and were met on landing by Captain Holder, aide-de-camp, and Captain Baker of the police force. The street from the landing place is broad and straight; we drove across the Marine Square with its fountain in the centre, and palm-trees and wooden warehouses around with shady arcades, in front of which are lying bales of goods and casks. At the corner stands the Club-house, and away to the right rise the two towers of the Roman Catholic Cathedral. The square-towered English Church we pass further up the street on the left hand side, and then the long new Government Buildings brick-built and capacious. Over the garden walls on each side hang bright purple flowers, or up aloft from behind them stand the long-fingered tapering cactuses twenty or thirty feet high; then past the hospital on the right hand side. Further on are gardens round the single-storied, bright-painted villas, all without chimneys or glass windows; they look out into the park or grass savannah in front that lies on our left hand, fringed with trees, till at last we come to the little lodge or guard house at the entrance of the Botanic Gardens, where the sentry turns out to salute, and so to Government House, which has a projecting porch over the front door like that at Sandringham; here we found that the captain had been stung that morning in the bath-house by a huge wasp; "a caution to bathers." We lunched at 11 A.M., and at 1 P.M. three wardroom and three gunroom shipmates joined us, and so did Mr. and Mrs. Agostini and Mr. Wilson (who hails from Deeside), and we drove out to the Blue Basin, past the barracks at St. Anne's at the end of their heavy avenue (where a company of the 4th Regiment is stationed), and through the coolie village, where the Asiatic features of the thin-limbed men and women standing about, the latter with silver bangles on their arms and feet, or rings in their noses, and many of the former with some caste-mark of paint on their foreheads, contrast strangely with the thick-limbed brawny negro. Some of the coolies are Chinese. All the houses stand on stilts to let the air under their floors, and all the cooking is done away from them in a small out-house behind, or between a few stones on which the pot rests; the washing at the bay behind under the coco palms which fringe its edge.

The gru-gru palms, the cacao plants with their heavy brown pods, the bois immortel in full scarlet bloom on its grey branches each without a single leaf, and the whole aglow like a burning bush against the blue sky, and numerous other tropic plants and trees were very fine; but it came on to rain, heavy and pouring, and we had to go into a wooden cottage (on stilts like all others) in the wood amongst bananas and cacao plants for shelter, and never got to the actual Blue Basin at all. We returned in time for the six o'clock boat from the jetty and came off in the steam cutter with Mr. Lawless and Sceales, who met us there; they had been out botanizing, but had not had a drop of rain, though we were wet through.

Jan. 11th.—At 8.30 A.M. the captain and John (who, to keep his uncle in countenance, has been badly stung in the eye by a mosquito) came on board. Morning service at 10 A.M. on the upper deck under the awnings; we were interrupted, however, by what turned out to be a false alarm of coming wind and rain, and the service was hastily concluded and the awnings furled; neither the one nor the other appeared, and the sun shone on in full meridian tropic heat for the rest of the day.

Jan. 12th.—Left the ship at 9 A.M., a party of eighteen officers or more, landed and went straight to the station, where we met the Governor and his aide-de-camp and Mr. Sendall. Went in a special train under the charge of Mr. Tanner (Director of Public Works) and Mr. Marryatt by San Josef to Couvas, through woods and clearings and sugar plantations. When crossing the Caroni river noticed the mangrove-trees with their curious roots standing out from the mud, and then past a lofty tree on the left, from which dangled several orioles' nests like pouches, each more than a yard in length, and which on returning we took home with us. The bird, to defeat the monkeys and lizards, weaves these purse nets, and suspends them by a twisted cord of creepers from the end of a bough. At the bottom of the purse is the nest with entrance from below: and there, as in a hammock, she swings backwards and forwards in the breeze. We got out of the train at Couvas, which is the furthest point the line is yet made to, eighteen miles from the junction at San Josef, twenty-four miles in all from Port of Spain, and there saw the Roman Catholic padre and the Protestant pastor, and drank the Queen's health with them and the railway people; then back to Chaquanas (Shagwan) and from there mounted some open trucks, in which wooden chairs and boards were arranged

for seats, and went up along the tramway drawn by mules through the primeval forest to Mr. Neilson's wooden cottage with its deep verandahs and cool rooms. He came originally from Dumfriesshire, and knew the Duke of Buccleuch before Lord Charles was born. He has been forty-five years out here and is now the "patriarch of the forest." Unfortunately it was wet, but the captain, who had had his photographic apparatus brought up into the forest, took a few photos of the trees in the rain. We then sat down to lunch, which we had brought with us, and after that Mr. Marryatt, Dr. Lloyd, Mr. Lawless, and ourselves, tramped off under Mr. Neilson's guidance into the High Woods and saw a balatà tree pierced; the wound on the bark is first red, and from this swiftly comes forth thick white milk; which in an hour's time will congeal into gutta-percha. We could not find a water-vine, but enjoyed hacking and hewing with a long knife-cutlass at the trumpet trees and tough creepers, which trail and clasp and intermingle around and above the underwood of cactuses, palms, orchids, and what not. A beautiful blue moth as big as a bat went flying by over the crotons with their many-coloured leaves. We could not help thinking much of Mr. Kingsley and his book *At Last*, which we have been reading lately; but we were told that the full untouched beauty of the High Woods, as he describes them, was now three or four miles further on, as all the larger trees, though several of those here appear giants to us, have been cut out near the convict establishment. These forests extend all across the island, but are being gradually cleared on each side of the rail, and on the rich soil thus laid bare cacao plantations and sugar cane are being reared. The railway costs 10,000*l.* a mile, as all the ballast has to be brought from Port of Spain, but when it reaches to San Fernando, twenty-one miles further, it will pay at least 8 or 9 per cent. on the capital expended. It is all Government work, and on its returns the revenue of Trinidad in a great measure depends. We saw the coolies and the negroes promiscuously working together upon it under white foremen.

On arriving at Government House in the evening we found Fuller and the luggage; but before going to our rooms all walked off across the gardens for a bathe in the bath-house, where the Doctor frolicked and frisked and turned somersaults in the water and dived for shillings thrown to the bottom, as agile and as lithe as any youngster. Mr. Pyne sent across to the bath from the cottage some tea and biscuits, which were very jolly. The new and

substantially-built Government House stands in the middle of the old Botanical Gardens in a lovely situation, and with its lofty rooms and deep verandahs was designed by Mr. Ferguson on Indian model. Our rooms were at the top, looking out upon the woods. In the verandah outside Mr. Prestoe (the Curator) had arranged some screens of ferns and crotons in front of two Indian hammocks there slung in the shade, and had provided other fresh and lovely flowers all about the rooms, amongst which were a quantity of English roses, which he renewed every morning. Up under the eaves of the roof the long paper nests of the Jack Spaniard wasp were hanging, odd looking like bits of comb, and out of which had come those that stung the captain and his nephew, who are occupying the next room to ours. Lizards run about everywhere. The Doctor dosed us all with quinine before we went down to dinner, to which came, amongst others, Mr. Bushe (the Colonial Secretary) and Captain Baker, so that we were twenty-two in all. This island is in striking contrast with Barbados: that was all sugar-cane where it is not rock, this is full of great trees and most luxuriant vegetation of all kinds.

Jan. 13th.—Woke very early to the sound of the birds, who have a fine time of it here, as no bird of any sort or kind, under any pretence whatever, is allowed to be shot in the island: one was a brown and yellow bird, whose clear ringing note something like a thrush's has been fancied to resemble "Qu'est ce qu'il veut?" "What's he want?" others had a scream like the peacock's; the swallows and wrens and other smaller birds were scudding all about, as we went across the gardens to bathe before breakfast. This was at 9.30 A.M.; we then tasted for the first time "pepper pot," and chirimoyas, and aligator or avocado pears, large round brown fruit with a light green buttery pulp round the central stone which you scoop out with a spoon and eat with pepper and salt; it is more a vegetable than a fruit, and is nicknamed "midshipman's butter." Then started for the station through the town by the same road we came up yesterday; the black vultures, never molested (for they consume the carrion of the streets), were hopping lazily about and standing on the roofs of the houses like spread-eagles with their wings extended to dry in the morning sun. We left by the ordinary 11 A.M. train for San Josef, several officers from the ship joining our party. At San Josef, ten miles from Port of Spain, mounted on ponies, rode through the town along the broad grass-grown streets to Monsignore Orsini's, who, although

resident here, is a Corsican proprietor. There are many Corsicans in the island; their ancestors came here from San Domingo at the time of the overthrow and massacre of the French colony there by the negroes at the outbreak, in 1790, of the French revolution. We dismounted for a few minutes and went into his drawing-room and tasted his wine; then on to the ponies again and out to Marracas Fall, past the church at the brow of the hill, the western door of which was open, so that we saw at the end of the nave and before the altar the light of the Perpetual Presence burning, and the bell in the tower was clanging. All the negroes and coolies of the villages on the road had hung out flags and made arches of crotons, bamboos and hibiscus (a trumpet-shaped crimson flower), and stepped out in twos or threes to offer oranges or other trifles to us both as we rode along. The valley we are riding up is the one that was first colonised in early Spanish days; the road crosses and recrosses the stream, which in parts is like a clear English, Welsh, or Scotch trout burn, except that the palms and bamboos alone now and then remind us that we are in the tropics; the hills on either side the valley are clothed to their summits with dense forest verdure, but here and there this has been cleared, and we ride along narrow paths through the brown-podded shrubs of the cacao plantations. When we arrived at the cascade we found it was very full of water, owing to the last few days' heavy rain; it throws itself over a steep cliff which rises at the head of the valley sheer for 300 feet, and comes down in spray jets into the pool below that is surrounded with bright ferns and mosses. Some of us bathed in the pool, but found the waterfall too stinging. Returning down the valley along the narrow and muddy path, one of us had a narrow escape of a roll over down the green abyss, for his pony slipped and over he went at once, but felt the strong arms of a black round him, who with his large feet held fast to the mud, lifted him up, then trotted on ahead unconcernedly as if nothing unusual had occurred. We lunched in a marquee halfway down the valley, at which Monsignore Orsini, having come out in his hooded buggy, joined us, and several officers of the 4th Regiment. Afterwards, on the grass outside, there was some negro wrestling and singlestick, then back to the station and home. On returning, the views appeared finer than they did on going up; one outlook over the plain was very much like that over the sea in the distance; at another spot just above San Josef, from the front of the church with the yews on the right, the plain looked, in the low evening

sunlight, just like an English park with its grass and large rounded trees standing here and there in the paddocks. The land has increased upon the sea here much as it is doing in the Wolferton marshes at home upon the Wash; and where Sir Walter Raleigh rowed up in his barge is now dry land.

The same day a party of officers from the ship went away in the steam pinnace up the Caroni river to shoot alligators and iguanas, and got five. While they were lying-to under some trees in the river one of these latter deliberately dropped from an overhanging bough with such good aim that he went head-foremost down the stoke-hole of the pinnace, to the consternation of the stoker, who was at first in doubt whether it was a shark or the devil who had thus come on board seeking to devour him.

Jan. 14th.—Walked across the gardens as usual before breakfast, down through Mr. Kingsley's cane brake, to the bath in front of the cottage in which he stayed. The weather was showery, yet started, after a cup of coffee with the Doctor and Mr. Sendall, at 9.30 A.M. for the train, where we met Mr. Tanner, Mr. Marryatt (of San Fernando), Mr. Wilson (commissioner for north of the island), and four officers of the 4th Regiment, and then off to Arima, nine miles beyond San Josef junction. The sixteen miles of this line were opened in 1876. The tropic woods here are lovely as elsewhere, and the village is prettily situated. We drove up to the Rest House, where breakfast was ready. It came on pouring with rain, and for an hour or so we could not go out. At last it cleared a bit, and we started for a cacao plantation on the other side of the river, where we saw the berries from the pods dried, spread on large flat drawers which are pulled out when the sun shines, and shoved in when the rain comes. Then we all undressed, leaving our clothes in the wooden hut, and rushed through the wood in nothing but mackintoshes down to the river, where we had a capital bathe in a great pool and a long reach, down which came tumbling and floating great logs of wood, on which some in vain tried to straddle. Then again to the hut on ponyback, careering round the racecourse. Afterwards rode up from this to the top of the Calvary, where to Eddy, who had dismounted and was sitting on the stone steps of the cross, a dozen or more of the descendants of the aboriginal Indians, short, thickset men, square-faced, yellow tawny and heavy-featured, were presented. Their hands are small-boned and delicately shaped. There are but few of this race now in Trinidad, and they are the remains of the tribes that were here before Columbus

sailed into the bay: most of those who have survived the incoming of the Spaniard, the French, the negro, and the coolie, have migrated from the island across the gulf to the mainland, and now live round the mouths of the Orinoco. Those we saw, however, professed to be quite contented with their lot, and asking in their quiet caressing way if they might touch his feet, seemed pleased, and said "that under God they had now no prince but the Queen."

There was a fine broad view from this Calvary away over the valleys and woods and plain to the gulf beyond. On our returning to the Rest House some of these Indians came and danced a fandango on the grass in front, and then gave their shak-shaks to us (these are short sticks a little over a foot long, at the upper end of which is a round dried seed-ball, four inches in diameter and hollow, with a few seeds which are rattled by the performer to mark time with his dancing). Also an old man grey-haired, who had walked miles to join the sport, presented an extraordinary-shaped supplejack stick, and a woman a lot of flowers. Here too came some coolies, the fathers carrying the children in their arms. They seemed to be uncommonly fond of their children: one of the fathers stood with his black-haired, round-cheeked, clear-eyed handsome little lad in his arms to be admired in front of the Rest House patiently for a couple of hours. At length George gave the boy a piece of cake: the father went away and came back bringing crackers, which he proceeded to let off on the ground in sign of his joy that his boy was admired. We heard that this man was one of the best of the lot, and most successful. The coolie immigration, which is conducted under the most stringent regulations as to the number that any planter may contract with, and as to their housing, nourishment, and medical attendance, has enabled the Government to open up the resources of this island most wonderfully. So intimate and mutually beneficial is the connection that binds together the several portions of the British Empire, and enables the Hindoo of Asia to attain to freedom and plenty in the empty islands of the Caribbee in America. (There is a good account of the Coolie Immigration in *At Last*, pp. 117 to 124, and of the Education Acts for the island at pp. 344 to 363). At the end of the five years for which they contract, Government is bound to find them a free passage back to India: but so contented are they with their lot here that but few avail themselves of this, and they prefer to exchange it for a Government grant of ten acres of land and settle

down on their savings in Trinidad, where they form entire villages of their own: and the savings they amass are really extraordinary. A very practical result of the system is this—every year ships take back to India returning coolies, with, on an average, seven to eight thousand pounds between some 400 or 500 souls, exclusive of quantities of jewellery, often of great value. And, strange as it may appear, incoming ships bring back many coolies who have spent or lost their money, who are returning in order to get more, and not only that, but bring relatives and friends with them. Some rise in the scale of society, become hotel-keepers, cab proprietors, owners of race-horses or cattle farms. The contrast between the poor, abject, slouching, half-starved individual who crawls on board ship at Garden Reach, Calcutta, and the erect, self-important man who struts about his West Indian home, clothed in gaudy raiment, with a goodly balance at the local savings bank, is immense. In India they cannot earn more than 1½*d.* or 2*d.* a day. Here they earn 10*s.* or 11*s.* per week. Food good and ample is found for them, house room, and in case of sickness better hospitals and attendance than can be found in most English villages. By the Education Act all the youngsters are compelled to attend school some hours every day. If hardships or injustice arise, there is always the immigration agent or the local magistrate whence to seek redress, and many barristers, who make a good living out of the coolie, for the latter loves to go to law. The skilled coolies, as a rule, finish their tasks (if they labour by piece-work) at 1 P.M., and the feeblest about 3 P.M., including all times for meals. Such labour cannot be called excessive. Formerly their number was insignificant; now they form nearly one-third of the population of Trinidad: and if adult males only are reckoned the proportion of coolies is much larger. [In the last three years the influx of these assisted emigrants has been about 3,000 a year into Trinidad. British Guiana and Trinidad together have taken 90,000 between 1871 and 1882, and during the same period 16,875 have returned to India, taking with them as their savings no less than 328,243*l.*]

Doctor Crane, the head of the medical service in the island, and Mr. Pierre, one of the few pure-blooded negroes who have attained to the position of magistrate, and who might both by his manners and speech pass anywhere for an English gentleman, came in and were presented. We got back to Government House by 6 P.M.: after dinner went at 8 P.M. to hear the oratorio of *Elijah* performed in Prince's Buildings. It was very well rendered, especially the

instrumental part. We stayed to the end of the first half, and then went home. As we lay in bed after the lights were put out it was very curious to observe through the mosquito curtains the fire-flies—little puffs of white light flitting here and there all over the room: they don't shine continuously, but apparently flash up for a second when they like.

Jan. 15th.—Started at 10 A.M. on horseback with Mr. Wilson, Mr. Agostini, Mr. Marryatt, Captain Baldwin, and Mr. Sendall, to go over the Saddle and Gap to La Pastora, Mr. Borde's place, to lunch. We had a beautiful ride up the Maravilla Valley and over the Saddle (a curious ravine at the top of the hill), and then down through San Antonio, one of the best cacao plantations in the island, and which belongs to the chief justice. The banana is always planted along with the young cacao, in order that its large leaves may act as an umbrella to the young cacao shrubs, which cannot bear exposure to the direct rays of the sun. We rode through woods in which the bamboos, the oranges, the candle-trees, and all the vegetation were growing most luxuriantly. At the police station we met the Governor, who had driven round another way by road in the carriage, and shortly after arrived at La Pastora, a very pretty villa, where we dismounted, and then went down, half a dozen of us, to the stream a quarter of a mile off to bathe. No sooner were we in the water than it came on to pour with rain, and so we had some difficulty to keep our clothes dry, but carried them up with us under umbrellas in bundles across the lawn, as there were no ladies in the party, to the house, and there dressed. After a capital lunch and much kindness from Mr. Borde we rode back. The rain, however, came down in floods, and we were soaked to the skin; and in this state envied one or two of the glistening-skinned natives that we passed on the road, who had all the shelter they needed for their heads under palm-leaves which they carried in their hands. It was intensely hot riding in these steaming clothes, although the thermometer marked only 82°. Arrived at Government House, got into dry clothes, and, as the rain had ceased, started at once to the cricket-match which eleven of our officers were playing against a team of eighteen *Bacchante* bluejackets. The men were out for thirty-nine, and the officers scored fifty for seven wickets. The ground was in an abominably mashy state owing to the heavy rain. The first lieutenant was scoring. The men had a capital dinner provided for them under the shelter of the grand stand close by. Torrents of rain that night.

Jan. 16th.—Very wet. We were to have had a quiet day in the Botanical Gardens, but most of the morning we had to stay at home and were knocking the balls about in the billiard-room, where also was "Theophrastus Such," just arrived from England, for those who preferred his converse. A little parrot, sent up as a present, and a lap, which is a strange thing, half pig and half dog, with a snout and bristles like a porcupine, arrived. In the afternoon walked up with Mr. Sendall, Currey, and Dr. Lloyd to "The Folly" behind the house, from which we got a good view over the bay southward. Passed many convicts employed in the grounds sweeping up the leaves and working in the garden. We passed many patches of the sensitive plant, and convolvuluses of every hue, and saw many poui-trees in flower, the large yellow blossoms of which are like a foxglove, only bigger. Nearly all the trees here bear flowers; and at first it has a most strange effect to see a great tree like an ash covered to the summit with blossom like a scarlet geranium. We picked up a lot of gru-gru nuts which had been dropped all over the place by children going up to play, and also round sand-box pods; these last burst with a loud noise and shed their seeds: they make capital paper-weights when filled with lead. At the top met two or three Roman Catholic priests, and in course of conversation learnt their ideas, without their knowing who we were, of things in general, Trinidad in particular, more especially concerning the *Bacchante*, which we could see lying off in the roads. Then back to the house. The usual bathe in the bath-house before dinner, going down to it under the palms and giant bamboo bushes close to the cottage where Kingsley stayed with Sir Arthur Gordon—it was Government House in those days—and from which he wrote his letters which appeared in *Good Words*. In the evening the fire-flies were out all over the grass. We heard first this morning the hum of the humming-birds, "the souls of dead Indians translated into living jewels." We were standing in one of the deep verandahs that surround the house behind a large trailing creeper that hung down and completely hid us from sight. It was covered on the outside with a number of large pink flowers; round these the humming-birds were flitting, though owing to their quick movement we could not see them unless the sunlight fell on their flashing colours. The whirr of their tiny wings as they spun within two inches of our ears, on the other side of the veil of creeper, was most peculiar and resembled the sound of a large top. At a little further distance off you would not hear

it, since there is nothing to conduct the sound as there is in the case of a top spinning on the floor or table. The humming-birds and the fireflies with their intermittent flashes of light, the bird in the day time and the firefly at night, make two of the weirdest effects imaginable. At 9 P.M. the Governor gave a ball to about 400 guests in the large new room, which opens out from one end of the drawing-room, and to which many officers came from the ship.

Jan. 17*th.*—There was to have been a cricket-match between the *Bacchantes* and the Trinidad club, but it had been so wet in the night that it had to be given up. At 11.30 A.M. started in the train for a ten miles run to San Josef, the old capital of the island, and visited Mr. Giuseppi, senior, where we saw the sugar-cane mill, which was set working this morning: the season has been so wet or it would naturally have been at work some weeks ago. We saw the canes being cut by the negroes with their long cutlasses, stripped, piled in the carts, brought into the mill, pressed, the juice run through, then boiled and skimmed. Within twenty-four hours of their being cut the canes must be pressed under a wheel, and the liquid runs off into a trough. It looks like muddy water; it is collected in tanks and clarified with cow's blood or sulphuric acid, as it simmers over the fire. When it ferments they cease to boil it, and put in lime half an ounce to 100 gallons. Then a thick scum rises to the top and as it cools hardens. This cracks on the surface and the liquid molasses sink to the bottom and become syrup and drain away into another cistern. Then it is put in a pan boiler, or vacuum pan. It then becomes a thick toffee-like substance, and is baled out in pails and thrown into centrifugals, with small quantities of water added to whiten it. The revolving oscillators, things like paddle-wheels, which are turned slowly round in the syrup while it is cooling, cause it to ooze out at the perforations, and the sugar remains behind beautifully dry and white. This is the old way of making sugar; we are to see another at the usine at San Fernando. The remaining molasses is re-boiled and subjected to the same process again; and an inferior sugar is the result. From the treacle which remains at last rum is distilled. The negroes and coolies who are working together in the mill seemed much pleased with our visit. We lunched with Mr. Giuseppi in the old house at Van Saine, the drawing-room of which is the identical one in which the capitulation of the island in February 1797

was signed, on the one side by Don Alonzo Chacon "last and best of the Spanish governors," and by General Abercromby and Admiral Harvey on the other, in which it was stipulated that all "the capitulators and their sons after them should be Englishmen, and counted as such, whether they were French or Spaniards up to that time," and so "I am an Englishman, and proud to be so," said the old gentleman. At lunch too was Mr. Farfan, whose ancestors came to the island in 1640, from one of the oldest families of Spain. It is curious to observe how both the French and Spanish here have become such out-and-out Englishmen: they dread nothing so much as the withdrawal of British rule, which would mean their being absorbed by the republic of Venezuela over the water and falling back into a state of chaos. Trinidad in fact, from its large and varied resources, nearly wholly undeveloped, and its excellent geographical position, bids fair to become, not many years hence, one of the most valuable possessions of the British Crown. The island contains over a million acres of fertile soil; only a tenth part is now cultivated; nearly the whole of the remainder is unappropriated Crown land. The population is less than that of Barbados (though in extent it is three times as large as that island). Commercially, Trinidad takes the lead of British Guiana and every British West Indian colony, without exception. With its teeming soil and salubrious climate, it is capable of supporting over a million inhabitants, ten times the number that it now does. The government is administered by a Governor, with an Executive Council of three members (the colonial secretary, the attorney-general, and the senior military officer). The legislative body is a council of six official and eight unofficial members, all of whom are appointed by the Crown from representative residents, the only object being to get the ablest and most competent advisers on local matters. Sir Arthur Gordon, the late Governor, established a capital system of public education in the colony, and the present Governor has done much for remodelling taxation. Before his time all uncultivated lands were taxed a shilling an acre and the cultivated lands five shillings an acre, which was a premium on keeping the land uncultivated. But now all land, whether cultivated or not, is taxed one shilling an acre, to the great advantage of the colony, as each man has everything to gain by clearing and cultivating his holding. The same principle has been carried out as regards import dues: everything brought to the island was heavily taxed,

but the Governor has persuaded his council to sweep away all these dues, and to make the Port of Spain a free port; the only three things that pay duty on entrance are spirits, tobacco, and kerosine oil. Since this ordinance was passed, the commerce of course has greatly increased. The imports have doubled themselves in ten years, and now stand at nearly three millions sterling, the exports at about the same figure. Ultimately all taxation will be reduced, and locomotion by rail will pay for all the expenses of government. Not many English come out here from home, as some capital is required for taking up land as cleared. Yet why should they not, if fond of the tropics? Two hundred acres will cost 200*l.* to buy; on this say 3,000*l.* would have to be spent spread over six years, or perhaps even up to the end of the tenth year. This would then (they say) give a net income of 1,400*l.* for fifty years at least. This is in cacao planting. (Law, *How to Establish and Cultivate an Estate of One Square Mile in Cacao*, 1865.) This year the survey of the island has been completed, and the boundaries of the provinces and estates laid down with some approach to accuracy, though out and away the largest portion of the island is still virgin soil or primeval forest. It is to be feared that previous to this there were many forged certificates of land, and much peculation, by unprincipled coloured officials who misbehaved themselves in other ways, but who have been lately routed out.

We each planted two trees, one on either side of the road up which Sir Walter Raleigh advanced to San Josef when he landed in the Caroni river. We returned to Port of Spain by train, riding on the engine, and then drove to the new police barracks, over the airy rooms and passages of which we went, and then saw the volunteers, who were drawn up in the quadrangle below, put through their drill, and so home. Walked with Mr. Prestoe through the Botanical Gardens and chose some orchids to be sent to Sandringham, including one called Spirito Santo, the flower of which is exactly like a dove, and another, called the Lady's Slipper, very pretty. We wanted to get the seeds or cuttings of some of the many odd-shaped flowers that go trailing and twisting about so fantastically and are of all sorts of colours. But the gardener told us the seeds would not bear exporting, they invariably lose their fructifying power during trans-shipment to England. Saw the grove of dark-leaved nutmeg trees laden with their bright yellow fruit, slit at the side and showing the red mace and nut in the interior; also the clove plants

on which the cloves form before the flower comes; then to the calabash-trees and the cannon-ball tree, the fruit of which is as large as a sixty-eight pounder (roundshot), an unpleasant sort of thing to have fall on your head; it is not used for any purpose.. Saw also the papaw tree, under the leaves of which if a piece of tough meat is hung it becomes tender in a few hours, and then the bread-fruit tree, with large green fruit and deeply cut leaves a foot or more across, and the banana, "the lush fat green stem, the crown of huge leaves falling over in curves, and below the whorls of green or golden fruit, with the purple spike dangling and protruding below them: and all the product of a few months, for not one lives

BANANA.

more than a year." Lastly we saw the "Scotch lawyer," a huge climbing and aspiring creeper, who while young attaches himself to some strong and flourishing tree, and by the increase of his own growth gradually overpowers that to which he had at the beginning clung for support, and then with vigorous pertinacity increases his power over the poor thing until he overwhelms its independence, and at the end flourishes over the ruins of his former support. Just before we started to go down to the pier we heard the sound of the rain coming from the distance; you can hear it beating on the leaves of the trees on the hillside a long way off, until, as it gradually comes nearer and nearer, it sounds literally just like the

roar of a torrent. We drove down to the jetty and caught the six o'clock officers' boat off to the ship. So ended our visit to Sir Henry Irving. He has been very kind to us, and we have learnt much from him whilst staying this week ashore in his cool and airy house. This evening Captain Lord Charles Scott and the officers gave a dinner to the officers of the 4th Regiment.

January 18th we spent quietly on board, and there were the usual services. In the afternoon we were reading and writing, and at night turned in early.

Jan. 19th.—All the forenoon was spent in preparing the upper deck for an afternoon dance. The awnings were spread and lined inside with the foreign ensigns, which are long enough to hang down over the hammock nettings. Many flowers were sent off by Mr. Prestoe for decoration, and with them the brake of the poop and the rails round the hatchways were covered. All was completed by 1 P.M. and looked very pretty, but the rain threatened to spoil it. However at 3 P.M. the Governor and his aide-de-camp, the colonial secretary, Mr. Sendall, and others came off. There were over two hundred guests in all, for whose convenience one large steamer was chartered, and brought them all off together across the three miles that lay between us and the jetty; she came alongside the *Bacchante* so that they could all walk on board. They continued dancing till 6 P.M. Smoking was at the after end of the poop behind a screen of flags: ices were served in the chart house, drinks and light refreshments under the poop. There was a good deal of cheering as the steamer left with the guests for the shore, some of whom hoped the island would not be forgotten 'because it was so far from its great mother, but that we would sometimes think of them and help them along.'

Jan. 20th.—At 10 A.M. weighed and proceeded southwards down the bay under steam, having previously embarked Sir Henry Irving, and suite. The eastern shore of the Gulf of Paria is flat and mangrove-covered, broken only at one point by the conical hill of San Fernando, which we passed, and arrived at La Brea some thirty-six miles south, still in the Gulf of Paria, at 1.30 P.M., where we anchored in five fathoms. We landed in the steam pinnace on the black-pitch beach and walked up to the Pitch Lake, rather more than a mile and about 138 feet above the sea. The road is black with pitch, but there is much vegetation on either side, and negro huts and gardens full of flowers, white and yellow and purple. The pine-apples of La Brea are famous; the heat of

the soil and of the air brings them to perfection. Some few rode on ponies and others drove up in two-wheeled carts, in each of which four chairs were arranged; but the jolting was found by those who indulged in a drive to be too provocative at first of laughter and then of wrath. Arrived at the lake, the effect was like a large marsh (it covers ninety-nine acres and is about half a mile in diameter) of black mud hardened on the surface, but with many pools and with lines of stagnant water stretching here and there glistening in the sun, while the borders are all surrounded, except on the further side inland which is forest, by dwarf trees, of which also there are a few on small islands here and there in the marsh. Leave had been given to the petty officers of the ship, who nearly all had availed themselves of it. Some of them on arriving at once took off their shoes and stockings to wade across the shallow-looking water; this however covers faults in the pitch in many places and hence you have to go very cautiously or else you are tripped up in a hole, which fate befell more than one of the blue jackets, and the unexpected duckings that ensued as they went incautiously rolling over into the mess contributed to their amusement though not to the neatness of their clothes. But strange to say the pitch itself does not soil. It is so full of earthy matter that it can be scraped up and moulded into any shape of lump you like. George came down with his pony in the midst of one such trap. The more wary of the party availed themselves of the help of long boards with which knowing and stalwart negroes bridged these dangerous passages and guided their steps to the centre of the lake where the pitch is soft; in some parts not more so than asphalte pavement on a sunny day, but in others regularly bubbling and oozing up with an evil smell as of petroleum and sulphuretted hydrogen at once. The pitch sells at about 1*l.* a ton; in one year nearly 40,000 tons were exported. Excavations from which many tons have been broken up for exportation are filled up again in the course of a few weeks by the gradual closing in of the sides and bottom. In the centre of the area the pitch is constantly rising up *en masse*, not breaking out in streams. It is still boiling with an indefinitely slow motion.

It is supposed that "buried vegetable matter, which would have become peat and finally brown coal in a temperate climate, becomes under the hot tropic soil asphalte and oil, continually oozing up beneath the pressure of the strata above it. Throughout the neighbourhood the ground is full to the depth of hundreds of feet

of coaly and asphaltic matter. Layers of sandstone or of shale containing this decayed vegetable alternate with layers that contain none. And if, as seems probable, the coaly matter is continually changing into asphalte and oil, and then working its way upward through every crack and pore to escape from the enormous pressure of the superincumbent soil, it must needs carry up with it innumerable particles of the soil through which it passes."

Walked down to the landing-place again, and got off to the steam pinnace in some old rattle-trap shore-boats, and so on board. At 5 P.M. weighed and steamed back from La Brea to San Fernando, where, at 6.30 P.M., came to in five fathoms. The heat on board to-night, sleeping in grass hammocks slung under the poop, was more oppressive than anything we have yet experienced.

Jan. 21*st.*—Left the ship at 9.30 A.M. in the *Arthur* (Turnbull's steamer), which has been placed at our disposal, and landed at the pier of San Fernando a large party of officers from the ship; drove up through the town, which was all alive with negroes and coolies, men, women, and children, animals, and green decorations, to the tramway station. Up the hill thither many of the negroes and coolies ran after and alongside the carriage in which were the Governor and ourselves, and cheered us all enthusiastically and indiscriminately. One coolie woman, when unable any longer to keep up with us, fell behind most regretfully, and, prompted by the sudden impulse of offering something, took off the silver bangle she was wearing and threw it into the carriage. It made a very good ornament to a walking-stick. Another old negro, white-headed, came running with a curious knobbed stick which he had had fifty years, and wished it to be taken to England in his memory. It was so, and, "given to the Queen," is now stowed in the Swiss Cottage with other curiosities at Osborne.

We got into two railway trucks with covered roofs to shade us from the sun, and planks arranged crossways for seats, attached to two engines. We proceeded slowly and deliberately on our way, until at a little distance from the town the first truck left the metals, the consequence of which was that every one embraced his neighbour and wondered for the moment what had happened. By the help of screwjacks, &c., after three-quarters of an hour's delay, the truck was hoisted on to the line again, and on we went along a rough and rather shaky line over a rolling and hummocky country covered with cane for the most part, but broken here and there by watercourses, up to the usine of St. Madeleine, to which we were carefully piloted

by Mr. Slade, the superintendent of the works. This line was never intended for passenger traffic, but only for conveying the canes to the mill and the sugar to the shore. Mr. Fenwick showed us all over the sugar works, and explained the whole process. Throughout the West Indies the planter is usually not merely a sugar grower but a sugar maker also. But it is impossible to attend to two things successfully at once, the fields and the engine-house. This factory has been established in order to take the sugar making entirely off the planter's hands We saw the cane first drawn into the mill, then crushed, and the refuse taken straight to the furnace while the juice is pumped up to the top of the two-storied building. Thence it falls into vats and is boiled eight times over, and then allowed to run through charcoal filters, which operation is twice repeated and the refuse is then run off for molasses. The filtered juice is then passed on through vacuum pans in which we saw it simmering, and at last it granulates, and is then passed through turbines where it is winnowed into the finest brown sugar. The usine at St. Madeleine cost, with the railways, reservoirs, &c., in connection with it, about 240,000*l.* sterling, and is capable of making (when the new mill, which Eddy christened to-day, is at work) from forty-five to fifty tons of sugar per diem. Last year the average output was thirty-five tons per day, and for the whole crop 4,280 tons. There was at that time only one mill, driven at a speed of two revolutions per minute by an engine running at thirty revolutions, and indicating 140 horse-power. There are ten boilers of 120 lbs. each, the steam from which is used for driving not only the mill but the rest of the engines in connection with the water arrangements, for condensing the steam coming from the vacuum pans, for the vacuum pan engines themselves, for the engine which drives the centrifugals, and for the distilling engines. The consumption of coal is about thirty-five hundredweight a day, beside which there is burnt in the boilers about 160 hundredweight of crushed cane as it comes from the mill per day. There are about twenty miles of tramway in connection with it branching off into the plantations, and it takes five locomotives and eighty trucks to bring in the canes, which are weighed on their arrival and paid for to the estates supplying them, according to the price of sugar at the time. The number of men employed is about 300. There are two of Siemens's electric lights of 1,400 candle power for lighting up the railway-yard, &c. The time it takes from the canes being

crushed to the sugar being turned out and fit for use is about twenty-four hours on an average, but occasionally it is made in much less time. These particulars were given us by Mr. John Slade on the spot.

We lunched at the house above the mill, in front of which there was a large traveller's palm growing, several of the great cabbage-like stalks of which we cut, and out came spirts of living water. But care must be taken to be sure you get the right plant, for lately in British Guiana an inexperienced traveller having, as is the custom in tropical countries, taken a draught from the stem of one of the water-holding plants which grow in the forests, afterwards drank a "nip" of rum. Shortly afterwards he died in great agony, and a post-mortem examination showed that his internal organs were literally sealed up with india-rubber. He had drunk the sap of the *Mimusops balata*, the juice of which coagulates and hardens in alcohol, and the rum had its usual effect in the man's stomach with necessarily fatal results.

Then got on to the trucks again and were run up five miles further to the mission village of Monkey Town (which consists of two broad streets of stores and cottages), and is to be called from this day forward Princes Town. Here we planted two trees by the side of the church, and then mounted ponies and rode to the mud volcanoes. The road for the first half of the distance is in very fair condition, but on turning off we got upon the muddiest road we ever saw, in parts of which our ponies plunged right up to their girths and in others went sliding down the sides of the hill. The narrow path went winding through the tropic wood with ferns and orchids and trailing creepers on all sides, dark with thickest shade and stifling with moistest heat, and more than one huge fallen log lay right across the track. At length we arrived where there was a space of about two or three acres of clearance in the wood, of brown yellow against the forest greenness that rings it round, and there the hillocks of finest grey mud were, each being four and six feet high and reeking with a smell of sulphuretted hydrogen. In dry weather they are more active than they are to-day, spirting up their contents several feet, but now they seem to be pretty still; anyhow they are worth seeing, though most of us are drenched through and through. Alone it must be an uncanny sort of place to visit, "too much jumbies here." "De debbil he come out here and walk about," said the negro guide; but to-day the cheerful noise of midshipmen's voices hallooing broke the stillness of the haunted

ground and drove all dark-dreams of evil far away; and the old gentleman was probably occupied on his walks in thickly-populated towns, where, for the most part, he seems to find more congenia occupation for his wits nowadays than in lone forest depths.

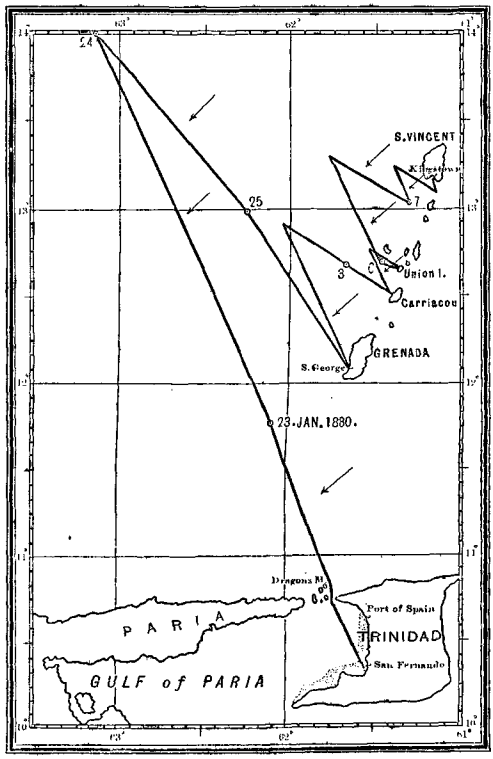
Thence we rode back up through the wood again and on to the open road, where there was some beautiful scenery, to Mr. Darling's (the "old squire's"), whose house is, with its elaborate wood-work, so well described in *At Last,* to luncheon; after which saw his well-cared-for coolies, all dressed alike, what little dress there is, performing their native sword exercise and doing tumbling and other acrobatic feats on the lawn; but soon had to leave and hurry back to Princes Town in order that we might get down to San Fernando before dark. Again upon the trolly, we went along very cautiously as the line was somewhat out of repair, getting out and walking over the wooden bridges *en route* in order to ease the weight of the trucks, and in one place especially where one side of the bridge had already given a couple of feet through the effect of our morning's crossing.

On arrival at San Fernando found the whole place illuminated and went down to the jetty to get on board the *Arthur,* through two rows of men with torches; and so off to the *Bacchante* in the same way as we had been brought ashore in the morning.

Jan. 22*nd.*—Mr. Marryatt (the mayor) came off to say good-bye, and at 10 A.M., we got under way, left San Fernando and steamed back to Port of Spain. At 3 P.M. bade farewell to all our visitors in the pouring rain. They went ashore in the steam launch, which brought off our mails, and we saluted the flag of his excellency the Governor with seventeen guns, and then steamed out of the Gulf of Paria through the Boca des Huevos in a drizzle. We notice, as we pass, Chaquaramus harbour, which, when the line of tram has been laid from Port of Spain, will probably be some day the chief port of the island, as ships of any burden can lie close alongside the shore instead of miles out as at Port of Spain. This was our last look at Trinidad, as the evening fell, where we have spent a most pleasant time, full of reminiscences of the courtesy, hospitality, and kindliness, alike of the governor and of the planters and official and professional gentlemen we have met. We long now for a little quiet at sea. The tumble of the surf, the rush of the fresh trade wind, the heaving of the swell, and the difference in the temperature when we are outside, tell us that another stage of our cruise is past and that the Gulf of Paria has been changed for

the broad Caribbean Sea. By the last mail the news arrived that Surgeon Delmege was promoted to be Staff-surgeon in Her Majesty's fleet. We were both weighed and measured to-day. Eddy weighs 115 lbs., and is 5 feet 5⅛ inch in height. He has increased seven pounds in weight within the last two months and grown nearly an inch since leaving England. George only weighs

TRINIDAD TO GRENADA, GRENADINES AND ST. VINCENT.



88 lbs., and is 4 feet 10⅝ inch high. Thanks to gymnastics his arm is nearly as thick as his brother's. He is nearly an inch taller than the Duke of Edinburgh was at the same age in 1858.

Jan. 23*rd.*—After steaming due north all night, made sail to topgallant sails at 7.30 A.M. to a good brisk north-east "trade"—a delightful change from the mugginess of the gulf. The next day sailed northwards till abreast of St. Lucia: bright sunny day and

the beautiful wind from the north-east dry and cheering. At 2 P.M. wore ship, and while sailing south-east, at 4 P.M., passed on our starboard hand a Danish corvette standing to the north-west; could not make out her name as we had no code with a list of the Danish men-of-war. We made our number to her, and she at once wore and began to follow us. She made no signal, so we continued to keep on our way. Ultimately, when she found she could not overtake us she tacked again, and stood away to the north-west. She was the *Dagmar*. Prince Waldemar, the brother of the Princess

TRINIDAD TO GRENADA, GRENADINES AND ST. VINCENT.

Date.	From Previous Noon.				At Noon.		Temperature.			
							Sea.		Air.	
	Course.	Distance.		Wind.	Lat.	Long.	Noon.	6 P.M.	Noon.	6 P.M.
		Sail.	Steam.							
Jan.					N.	W.	°	°	°	°
22	...	...	9	N.E. 1·4	...	...	80	80	80	76
23	N. 17 W.	16	51	N.E. 6·3	11·47	62·5	80	79	79	78
24	N. 24 W.	148	...	N.E. 5·6	14·0	63·8	79	79	77	77
25S.	S. 41 E.	79	...	N.E. 4·3	12 59	62·15	79	79	78	78
26	...	84	...	N.E. 3·4	...	...	79	79	81	79
Feb.										
1S.	...	...	...	E. 1·2	...	...	79	79	80	80
2	...	...	...	N.E. 2·4	...	...	79	79	84	78
3	N. 19 E.	35	...	N.E. 3·6·4	12·40	61·40	79	79	77	77
4	...	27	...	N.E. 4·7·5	...	...	77	78	82	80
5	...	20	...	N.E. 7·6	...	...	78	78	83	80
6	N. ½ W.	5	...	N.E. 6·7	12·41	61·28	78	78	80	79
7	N.N.E.	35	...	N.E. 7	13·11	61·10	79	79	76	75
		19	3							
		468	63							

Total distance... 531 miles.

of Wales, was a lieutenant on board and officer of the watch at the time. During all Sunday we were sailing smoothly over summer seas as blue as a sapphire, a few clouds flecking the sky, beneath a light cool wind. In the evening Grenada was forty-three miles ahead to the south-east. We have made a long leg to the north during the last three days beating up for this island against the trade wind. It is really only ninety-five miles distant from the coast of Trinidad.

Jan. 26th.—At 2 A.M. observed land ahead and on the port bow, and at 3 A.M. tacked, and at 7.30 A.M. tacked again. Before break-

fast we were sailing along under the west coast of Grenada, which is hilly, wooded, and peaked. Saw St. Catherine's Peak, which is the highest in the island, and at 11.20 A.M. came to in eight fathoms off Fort George. The bay's entrance, away to our right, is some two hundred yards across. On its right or southern side rises a cliff of reddish brown volcanic sand. To the left of this bay rises the headland of rocks of hard lava crowned with the old fort off which we lie. Inside the bay, away at its southern end, is an inner bay or circular lake a quarter of a mile across and forty feet deep, separated from the outer by a coral reef. It is probably the mouth of an old crater. It is said the old French town stood on its lip, but was swallowed up or washed away. From our anchorage we can see the town of St. George with its red-brick houses, away to the left among cocoa-nut and bread-fruit trees, and a broad street running up the hill side, and the two churches with their towers, one a Roman Catholic and the other an English church. On the headland itself which separates the two bays, and off which we lie, are the remains of the old Fort George and barracks, now utilised for a police station since the British troops have been withdrawn from the islands. There is another group of barracks on the hill-top behind the town (the Richmond heights), in an old fort 800 feet above the harbour; they are utilised for a prison; and yet a third, to the south-east, left vacant in the same way, is now used as a central lunatic asylum for all the four islands of this Windward group.

Captain Maling, colonial secretary, came off. Landed at 1.30 P.M., at the wharf alongside which steamers can load, and were driven up by Mr. Engledow, private secretary, to Government House. Saw Colonel Harley, who told us that Prince Waldemar had left two days previously in the *Dagmar*, and Major Strahan yesterday in H.M.S. *Tourmaline*. We hear too that H.M.S. *Atalanta* left Barbados on the 9th for Tobago, from which island she sailed northward, and when off St. Kitt's reported two cases of yellow fever, and one death from the same on the 21st, so we shall not meet them again.

Government House stands on a knoll 300 feet high, with the "trade" blowing through it; and from the terrace outside we had a fine view up the valley of Tempe on the north-west, and of tier on tier of wooded hill beyond into the interior. In the garden just outside the drawing-room window rises the enormous candelabra cactus, thirty feet high, and by its side a *Chapeau chinois* bush with

saffron-scarlet blossoms, round which the humming-birds are flitting.

This island, which is rather smaller than Barbados, was discovered by Columbus in his third voyage in 1498, and called by him Ascension. The Spaniards never occupied it. In 1627 the English took possession; the Caribs were the principal inhabitants till 1651, when the French made a descent on the island from Martinique and exterminated them, but did no more. They came again in 1779, but since 1783 the English have held it in peace. The island is divided into six parishes, four of them named after the national patron saints, St. George, St. Patrick, St. Andrew, and St. David. They contain about forty-two thousand souls in all. The average revenue of all four islands of the Windward group (Grenada, St. Vincent, St. Lucia and Tobago), is about 18s. per head of the inhabitants. Half of it is raised on imports, the rest as excise, or from stamps. Each island however has a different tariff; and each a separate legislative body, consisting of not fewer than three members nominated by the crown. Surely one local parliament would be a liberal allowance for the four islands, which combined only equal in extent an average English county; and they might assimilate their tariff. The chief expenditure of the Government is on roads, public works, education and negro hospitals. There is concurrent endowment of the religious bodies, in three out of the four islands—in St. Vincent, St. Lucia and Tobago, but not in Grenada.

AT GRENADA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Jan.		°	°	°	°
27	E. 1·3	79	79	82	80
28	N.E. 1·2	79	79	80	79
29	N.E. 1·3	79	79	80	79
30	N.E. 1·2	79	78	80	78
31	N.E. 1·3	78	78	78	79

According to their own account this is the most prosperous of the Windward group. The cacao plantations have given them quite a new life. Last year (1878) their revenue exceeded expenditure by £7,000, which will be laid out in improving the

roads of the island. These are particularly wanted in this island, for there are many small estates inland which with improved means of communication could supply abundant produce for shipment. The tracks called roads are only passable on horseback, and barely that. The greater portion of the cacao grown in Grenada is raised on small properties of ten or fifteen acres. When a cacao estate is well established it costs about 12*s.* an acre to keep it up: or an expenditure of 8*s.* per 100 lbs. of cacao grown.

The next day remained on board writing letters for the mail, which left at 8 A.M. on Wednesday 28th. Two of the midshipmen, who went ashore in the afternoon, were taken by the negroes for us, and followed all about St. George's enthusiastically. On Wednesday, ship's company bathed overboard, in a sail, morning and evening. In the afternoon seining party away to the north along the west coast of the island: they did not return till midnight, when they brought on board heaps of fish, a third of which at least they had to throw away as uneatable. They had drawn the seine three times on the sandy beach. In the cool of the evening some of us went up to Government House and played lawn-tennis. The blacks here seem to be holding high festival; they have got their own emperor and empress, generals and admirals, courtiers and aide-de-camps, all dressed up in the public square, where they are dancing and frisking about with drums and tom-toms, apparently all day and all night without any cessation. That evening Colonel Harley, with his private secretary, the Attorney-general, and the colonial secretary, came off to dinner. H.M.S. *Northampton*, Captain J. Fisher, bearing the flag of Vice-admiral Sir Leopold McClintock, anchored at Barbados.

Jan. 29th.—Bathed overboard in a sail, after gymnastics and drill. In school all the forenoon, at which notice of the English essays which we have to write was given out. Every midshipman is to write three during the cruise and send them in to the captain at fixed dates. He will give a prize for the best description of the places the *Bacchante* visits. At noon we landed, a party of seventeen officers, at the quay, where we mounted on steeds and rode through the town—its streets are paved with small pebbles—and through the market-place, where the "Reseda Company" of blacks were dressed up in as many colours as dress will admit of, and as many ornaments as they can carry, and still performing. They carry a large flag or long banner, its ends borne aloft, fastened to poles. Grinning and shouting, the men and women sway about in the dance,

and the old men sit on the ground beating time on a couple of tom-toms, or native drums. Outside the town the road skirts the bay and then turns to the right inland, alongside the stream, in which many washerwomen were pounding clothes; it then gradually mounts the hills and leads on through the woods, in which, as at Trinidad, giant bamboo canes and palms and creepers are most conspicuous.

At one place we halt to get a cool drink from fresh cocoa-nuts. The negro walked, not climbed, up the stem like a four-footed animal, his arms and legs straight, his feet pressed flat against it, his hands clinging round it, and tossed down the green nuts, from which others with two or three blows of a cutlass cut off the point of the nut. We each had a drink as we sat in the saddle, and anything more refreshing in the heat it is impossible to imagine. Then on through cacao plantations; the finest of these belonging to Mr. Freeling. This mountain-path leads away to Granville on the eastern side of the island. Alongside the road, out from Georgetown, are iron milestones from Glasgow, which have an odd appearance. We are climbing the backbone of the island, and from the top, through the woods, can trace the bays on both sides. When at Grand Etang, seven miles from St. George and 1,740 feet above the sea, we are on the weather side, and can see the breakers rolling in before the trade-wind on the eastern shore. All the last part of the way the path has had to be cut through the jungle for to-day's picnic, which is given by the Attorney-general, who has had also a pretty sort of *al fresco* hall erected of bamboo and palm-leaves, for the lunch, at which crayfish, from the mountain-stream close by, and the black pine-apples from Antigua were new to us and very good. Then walked down to the little lake or pond, to which a road had been cut through the jungle, and round which enormous bamboos and tree-ferns are growing. A boat had been started upon it, into which, from a stage, some of the party got and paddled about, though the water is more or less covered with weed. It is said in parts to be sixteen feet deep, and is the crater of what was once, evidently, a volcano. Rode back in the cool of the evening.

Jan. 30th.—Overboard for more than half an hour this morning bathing. The sea is deliciously pure, such a contrast to that at Trinidad. This evening, at 6.20 P.M., George Knight, stoker, aged twenty-nine, died, and the next morning (31st) we landed at 7 A.M. for his funeral, which was in the cemetery to the north

of the town—a pretty spot on a rocky slope between the road and the sandy beach, and overshadowed with palm and other trees. In the early morning the humming-birds were flitting about; the Dead March played by the band, and the three volleys fired over his grave echoed strangely in the stillness. Returned on board to breakfast, and found the mail-steamer *Tiber* had arrived from England with Sub-lieutenant Wolfe Murray on board and many letters for us. In the afternoon there was a cricket-match between the officers of the ship and the Grenada cricket club. We were well put through; Grenada club: first innings, 57; second innings, 32; *Bacchante*: first innings, 21; second innings, 43.

GRENADA TO CARIACOU.

Feb. 2nd.—At 6 A.M. the mail steamer *Essequibo* arrived from Barbados, having Mr. Fleming on board. After bathing and breakfast prepared for sea. We and the mids. went to school as usual every morning. At 2.30 P.M. weighed and made plain sail shaping course to the northward. This weather is perfection, there is a delicious breeze always blowing, and yet it is warm in the sun. It is a great pity that the larger landowners in these West Indian Islands do not run out for two or three months in the winter and superintend, or see to, the management of their estates. Communication with England, both by mail and telegraph, is now easy, and residence here during the winter months in a charming climate, and amid the loveliest scenery in the world, would afford a pleasing variety to home life; they would enjoy it and be the richer for it too. Two estates a couple of miles from the port of Grenville on the other side of the island, and in the parish of St. Andrew, consisting of 1,053 acres, have just sold in London for a little over 5*l.* an acre. Most was in cane cultivation, only forty acres were planted in cacao. But other estates have been sold in Chancery lately, two of which averaged over 70*l.* an acre. The best land for cacao in Grenada is selling for 20*l.* an acre, and a great deal of it is bought by the agents of the non-resident landowners; the delusion that prevails in England that West Indian property is worth nothing is not shared by those on the spot, neither are the rents transmitted home always an infallible index of the real worth of the property. In a neighbouring island one firm of agents have bought up twenty-two estates or two-thirds of the island, and will allow nothing but sugar to be grown. The old notions that prevailed when sugar-cane was almost the only

commodity grown, of getting as much as possible out of the island and grudging every penny spent in it, is here as elsewhere a very penny-wise-and-pound-foolish policy; although it will nevertheless always commend itself to persons of a certain class of mind. But for English gentlemen who have care or mind to see their own property administered on more sensible principles there is a splendid opening, and they might raise the negro by judicious handling, while now, on the contrary, in too many cases, he and their acres are going from bad to worse; and the prevailing impression left upon many who visit the West Indies is that of having seen glorious opportunities thrown away, and decay, ruin, and debauchery rampant. Large areas of the islands are held nominally by absentee or unknown proprietors who have abandoned their estates; on these the negroes squat, burn down trees, stick in a few plantains or bananas, just enough to satisfy their daily wants, and then thieve from cacao plantations, which are particularly liable to this sort of depredation, and otherwise relapse into a semi-savage state, to the injury of the whole community.

Feb. 3rd.—At 4.15 A.M. wore; daylight at 6 A.M.; the south part of St. Vincent was then visible to the north-east and also St. Lucia, but this last further away. After tacking two or three times in the afternoon, we came to an anchor in fifteen fathoms at 6 P.M. off Cariacou, one of the Grenadines. From the anchorage Grenada is still visible to the south outside the picturesque outline of the hilly tops of this island, some of which are wooded and others bare, and all rather grey than green. The outlying little rocky islands which we see stretching on all sides look curious, and the shoals are of such formation that each has evidently in its centre the crater of a small but of course extinct volcano.

Feb. 4th.—We mids. were at school all the forenoon, and after quarters exercised landing parties. During the afternoon a party of a dozen officers had a pony ride over the island; Mr. Mills, the old patriarch of the place, pioneered us. The Roman Catholic priest, and the Church of England clergyman, with many negroes, received us on the beach. We had a good scamper over the grass-grown roads and along the shore on the windward side of the island, where there was much cotton growing, and a substantial old house with bow windows, once a charming residence, but now in ruins, belonging to Admiral Tarleton. All came off before dusk. The captain and his nephew were away in the galley, and shot an iguana on one of the outlying rocks, which they cooked and ate.

CARIACOU TO UNION ISLAND.

Feb. 5th.—At 7.30 A.M. made sail, weighed, casting to port, and shaped course north-quarter-west; fine morning but squally, force of the wind six to seven, this carried us along the same number of knots. At 10 A.M. tacked in order to fetch up to Chatham Bay, Union Island, another of the Grenadines, with far loftier cliffs and more wood-clad than Carriacou, where we anchored in nineteen fathoms at 11.30 A.M. These islands of grey and red rock resemble the Cyclades of the Grecian Archipelego, or the islets in the Inland sea of Japan. Their number is 300; the largest contains 8,000 acres, the smallest 600. Stock are fed and exported and provisions grown in most of them. At 2 P.M. gave special leave to the port watch, who all landed for a large seining party, as did also a few of the officers; they found Mr. Muhlsack on the beach on a white horse to show them where to cast the seine; they had very good sport and returned on board before it was dark, having lighted a fire on the beach (after killing a great black and white snake five feet long, while gathering wood) and then and there cooked and ate a large number of the fish. The whole of this island belongs to one proprietor, who is non-resident, in London. It is very squally this evening. The captain went away and shot another iguana.

UNION ISLAND TO ST. VINCENT.

Feb. 6th.—At 10 A.M. weighed and made sail to single-reefed top-sails and top-gallant sails, course about north-west. At 2 P.M. tacked heading up to south-east, and again, at 5 P.M., laying up to north-half-west, very pleasant and jolly. Began our first essay on Barbados and Trinidad.

Feb. 7th.—At 4.20 A.M. wore, and at 9.15 shaped course south-east, as we have run to the northward of St. Vincent during the night. All the forenoon we are sailing back south along its western shore, off which was borne to us a strong sulphur smell. The doctor said at first he was sure this proceeded only from the emptying of the heads, but, as it lasted for two or three hours, he afterwards allowed it must be from the *Soufrière*, although there was no smoke visible. This island has a more peaked appearance than any other we have seen; all the lower peaks are wooded and evidently volcanic. We could not fetch up into Kingstown Bay under sail, so at 4 P.M. tacked, and at 5.30 down

screw, shortened and furled sails, and at 6.15 P.M. commenced steaming, and came to in twenty-three fathoms at 7.15 P.M., after it was dark.

AT ST. VINCENT.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Feb.		°	°	°	°
8S.	N.E. 2·5	80	79	78	77
9	N.E. 6·3	80	78	84	77
10	N.E. 4·3	78	78	77	77
11	N.E. 6·4	76	76	89	81

Feb. 8th.—Church this morning under the awnings on the quarter-deck, after which Archdeacon Laborde called and young Mr. Cowie. At 8 P.M. mail steamer *Tiber* left with mails for England.

Feb. 9th.—Employed scraping masts and booms and refitting upper yards. We have heard that the admiral is coming up the islands on his way to Jamaica, and as we have not yet been inspected since we joined his command, every one seems to think it likely that he may overtake us any day and catch us "on the ground hop." At 2 P.M. four of us landed, and having been met by Mr. Cowie on the pier, rode out by Bolton Tower to his house at Belvidere. The road first climbed the hills behind the town and then wound down to the south coast of the island, from which pretty views of the Grenadines, Bequia and the rest constantly presented themselves. After passing under a long and lofty grove of palm trees, that reminded us of that at Codrington College at Barbados, "their tall immovable pillar stems looking the more immovable beneath the toss and flicker of the long leaves as they wake out of their sunlit sleep and rage impatiently for a while before the mountain gusts and fall asleep again," we came down to the beach by the curious little island of Douverette in the offing, with its steep rocky sides and little hut on the top amid its greenery, where a captain in the 10th Hussars selected to live happily alone for a considerable period, and which now is sometimes used as a *lazaretto;* so on through fields of sugar-cane to Mr. Cowie's bachelor diggings; a neat, roomy, one-storied wooden house, on stilts as usual, and full of knick-knacks made by his mother and sisters. Here in

the sitting-room had some most refreshing iced drinks, and enjoyed the nice breeze that was blowing through the house on this the windward side of the island. Then to the monument to his father's memory amid the sugar-canes; and into the mill-yard, and so back on to the road to Kingstown, from which, however, we turned off to the right and so went up Dorsetshire Hill, at top of which there are remains of an old fort now dismantled and used as a school. It commands as from the summit of a natural amphitheatre a sweeping view over the whole of the bay below and of Kingstown, with its parallel streets stretching at our feet, and of the two branches of lower hills which embrace it in on either side. Down to the 6 o'clock officers' boat after a most enjoyable ride. In the evening we landed again and went up to Government House to a dance, which poor Mr. Dundas (the lieutenant-governor), who is in very ill-health, gave. He got up on purpose to welcome us, but soon afterwards retired to bed leaving Mrs. Dundas to do the honours. The house is entirely of wood, and one of the most prettily situated in the West Indies, among its groves of nutmeg and palm trees, but in rather a dilapidated condition. A new one is about to be built. The garden is the first botanical one established in the West Indies. This is the last dance we shall have in the West Indies, as Lent begins in two days' time.

Feb. 10th.—A cricket match was played to-day between the *Bacchante* and the *St. Vincent* club, in which, as usual, we were thoroughly beaten—*Bacchante*, sixty-eight; *St. Vincent*, eighty-four. At 2.30 P.M. we landed with three shipmates and went for a ride with Archdeacon Laborde, who is one of the oldest inhabitants of the island. We went through the town and had a look at the cricket match; the ground was very sloppy, as much rain had fallen. The negroes were very enthusiastic. We then rode along the leeward, or western side of the island, to Buccament Valley, leaving away on the left hand another dismantled old fort, on a promontory jutting out into the sea. This is the best time of day for this ride, as the sun is getting low and lights up all the tropic verdure on the hill-sides. The gru-grus and other palms, a shrub with a scent like sweetbriar, many trailing creepers hanging in festoons and blossoms from the trees aloft, half hid the dark-brown rocks and peaks which border the road, until you come out into the wide sweep of the sugar-cane fields in the valley itself. Here, as the afternoon was drawing in and the steeds were rather done, owing to the heaviness of the road and the heavy weights they had

to carry, we turned back and arrived at the pier just in time to get off to the ship by the six o'clock boat. We cannot help being much struck with the signs of former prosperity which this island, as well as Grenada, presents: the road, most part of the way this afternoon, had once been paved with stones and kept in decent repair; it is now overgrown with weeds and left entirely to itself. The mere fact of the withdrawal of the English troops, though it was a necessary saving to the exchequer at home, has certainly not improved the islands, for on all hands we see signs of what they were once, but are no longer; for the presence of several hundred European troops in each of these towns used to render their trade much more brisk than it is now. There are about 28,000 negroes in this island, a couple of thousand whites, and the same number of coolies. There is a large area of unprotected crown land in St. Vincent, which encourages large numbers of negroes and bad characters to squat and lead noxious idle lives.

Feb. 11*th.*—Landed at 9.30 A.M., with the Commander, Roxby, Burrows, and Murray, and rode right across the centre of the island, going first up by Bellair into the Mariaqua valley and over the summit; here we had a lovely view of the distant islands away to the south, as well as of the uplands in the centre of the island, their valleys and rolling hills all of course feathered over with verdure. We rode on to Nutmeg Grove, and there went over the arrowroot works, where we saw the roots being ground in the mill, the sediment that remains after repeated washings when dried is called "arrowroot." We lunched there, outside the shed. This little estate was bought for £300, and the first year it yielded £700, and has been yielding the same each year ever since; it is the propinquity of the running water which renders it so valuable for arrowroot. A negro's wages in St. Vincent are 4*s.* 2*d.* per week of five days; he can live easily on 1*s.* per week, getting his own bread-fruit, and fish, and with this he is content. The average amount of salt fish now obtained by him does not exceed twelve ounces per week. In 1832, before the emancipation, every field negro in St. Vincent had two pounds of excellent salt fish served out weekly, and head people had four pounds. A pound and a half was allowed for every child. Every negro could save £30 per year. Either then there was much waste of food in the slavery days, or else the present negro is underfed. The captain overtook us after luncheon, riding with the archdeacon. We went with them to the top of a hill above the Nutmeg Grove, where there was a clump of old trees and what

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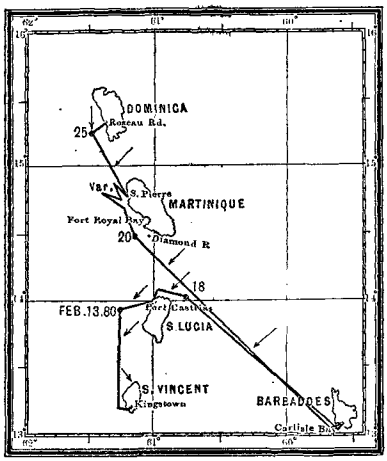
looks like the remains of a large English garden, with shrubs and flowers all run wild; this would make a fine site for a house, and commands a view each way across the island to the east and the west. We then came down and went through the Yambon Pass, which is the best thing we have seen of the kind out of Switzerland. At its head stands a little church, much dilapidated, by the side of the stream, which, running on from here down the Pass to the sea, soon becomes a torrent, high above which the narrow road winds on the almost precipitous sides of the valley. Riding along we get here and there a peep through the tropic vegetation, of the river roaring at its foot, and as the valley turns and winds a glance upward or downward, until we come out at last at its mouth on to level grassy downs, where brown cattle are reposing in the sunlight on the green, while in the background the blue Atlantic is rolling in with a thunderous beating on the rocks. This spot is called "Escape" and the estate is called Argyll, and belongs to the Duc de Polignac, who draws about £2,000 per annum from it. We cantered across this open space, which seemed almost like a piece of England, and so up winding roads to Belvidere, and by Calliaqua to Kingstown, where we just caught the six o'clock officers' boat off to the ship. Some of these had had good sport with the mountain-mullet, which rose freely to the ordinary English trout flies; they took the hook also when baited with grasshoppers or the Devon minnow; the water was very clear in the stream close to the town and up behind it; each rod took four dozen or so in the afternoon.

Feb. 12th.—Weighed at 7 A.M., and at 8.30 A.M. proceeded under steam, to Chateau Bellair and Wallabon. Though it is a pouring wet morning the archdeacon came on board to say good-bye before we started; it continued raining hard till noon, during which time we were steaming north along the west side of the island. We lay to off Chateau Bellair, and landed the picnic party, who proceeded perseveringly to try and reach the summit of the *Soufrière* between 3,000 and 4,000 feet high. Those who did this were well repayed for their pains when they looked down into the twin-crater cauldrons, and saw the sulphurous steam pouring up and mingling with the mist caused by the trade-wind as it touched the summit of the mountain, and then both together came swaying this way and that way towards them as they stood for a short time on the edge of the crater, so that they were glad to beat a hasty retreat along the knife-edge of rock, 700 feet in height, and look down on the other side upon the dark mountain tarn, with walls of

rock 800 feet in height—a clear mirror in an emerald green frame—which now occupies what was a former crater about two miles in circumference. The sides of this old vent hole are now clothed with foliage instead of fire. A plentiful lunch had been liberally

ST. VINCENT TO ST. LUCIA, TO BARBADOS, TO MARTINIQUE, TO DOMINICA.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Feb.					N.	W.	°	°	°	°
12	...	...	17	S.E. 3	...	...	77	77	78	77
13	N. 14 E.	2	48	N.E. 2·7	13·57	61·17	77	77	81	78
18	...	...	28	N.E. 6·5	...	...	77	77	77	77
19	...	...	91	N.E. 5·6	...	...	77	77	80	78
20	N. 45 W.	126	...	Variable 3·1	14·30	61·10	77	78	78	77
24	...	22	...	N. 3·0	...	...	77	77	82	80
25	N. 24 W.	35	...	Calm	...	...	77	78	88	84
		5								
		190	184							

Total distance... 374 miles.

supplied and sent forward from Kingstown; but the arrangements of the day having been broken up by reason of the bad weather, the champagne and other liquors never reached the top, and on returning down the hill, groups of negro bearers were found in

every stage of drunkenness, maudlin or defiant, but all alike parts of one repulsive pandemonium. Those who went up the *Soufrière* got on board the ship by 5.30 P.M. soaked to the skin, but, after being well dosed with quinine, no one was one bit the worse. We saw the remains of the Carib settlement and huts, on the slope of green above the rugged brown cliffs on the left of the bay. There are not more than 200 of them. A portion of the island is entirely reserved for their use by the government; here they live with a king of their own, thriving as best they may and never going to law outside their own people, but settling all their disputes amongst themselves. They live now almost wholly by fishing, and are peaceable and harmless. They intermarry only amongst themselves, and live quite apart from the negroes, from whom they are readily distinguishable, as their colour and their features are quite different. One Carib came off to the ship in his canoe, which was merely a log of wood roughly scooped out by means of fire and hatchet; he was asked whether he would fight with a shark in the water, and he answered that though his fathers did, they had not "learned the young ones" so to do. They used to swim round the shark, and after diving, rise suddenly and rip it open with a sharp knife before the beast had time to turn on its pursuer. As soon as the cutter had brought the officers on board we hoisted her up, and proceeded, at 6 P.M., under steam, north by east on our course to St. Lucia.

Feb. 13*th.*—At 6.30 A.M., sighted the island of St. Lucia right ahead. After divisions dropped a target overboard, and fired away half of our quarterly allowance of shot and shell at it. At 5.15 P.M. came to in eleven fathoms outside, but not in, Castries Bay. It is one of the finest harbours in the West Indies, but as we hope to get away under sail, when we leave, we remain meanwhile pitching in the swell outside. From the sea St. Lucia appears a longer island than St. Vincent, but the hills are not so high; there is one large flat-headed table-land conspicuous in the centre; the two tall sugar-loaves (each 3,000 feet high) of the Pitons were to-day distinguishable at its southern end, and Pigeon Island, at its northern end, is just such another cone. The view from our anchorage is desolate, but it is a fine starlight night, though squally. We hear the admiral is at Grenada following us up.

Feb. 14*th.*—In the afternoon we landed and went up on ponies to the Morne Fortuné, 800 feet of steep hill. It was once the chief fort of the island, where Prince Edward, father of Her Majesty the

Queen, when Duke of Kent, after a fatiguing march of fourteen hours, planted the English flag, on the 4th April, 1794; the stump of the staff is still remaining.

AT ST. LUCIA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Feb.		°	°	°	°
14	N.E. 6·4	77	77	75	75
15S.	N.E. 3·4	76	76	78	77
16	N.E. 5·6	76	76	79	77
17	N.E. 4·6	76	76	76	75

The view over the interior of the island is very lovely; so much so that Mr. Kingsley thinks this of all the West Indies "the most beautiful." "It was this same steep which Sir John Moore and Sir Ralph Abercromby took, after a month's contest, with terrible loss of life, in May, 1796, dragging the guns across ravines and up the acclivities of the mountains and rocks, and then advanced to attack the works, along a narrow neck of down, which the French and the negroes had to surrender, with 100 guns and all their stores; the negroes escaped to the bush, murdering English and French alike; till Moore, who was nearly caught by them, had to row for his life to St. Vincent in a six-oared boat, and thus was saved for the glory of Corunna. The forts are crumbling now, the barracks empty. To the north and east a wilderness of mountain peaks, to the west lies the bay, mapped out in sheets of blue between high promontories, and beyond all is the open sea. All lying well-nigh as it has been since the making of the world, waiting for man to come and take possession." There are a great number of abandoned estates here, and much squatting on them and stealing from the plantations.

The little town of Castries lies dirty, dilapidated, unwholesome, a long way up the bay on the port hand. This is the bay that Rodney, as early as 1778, advised should be made a permanent naval station with dockyard and fortifications, and a town which would become a metropolis for the other islands. This and St. George's at Grenada are the only two ports we have yet seen in the West Indies where steamers can load and unload alongside the wharves, elsewhere lighters are employed. St. Lucia, he held

in those days when ships only went by wind, would, from its position to windward, and its good harbours, render Martinique (the great French stronghold) and all the other French islands of little use in war; while from it every other British island might receive speedy succour. But nothing was done, neither was his plan for colonising the island with ten-acre men (white yeomen) listened to, and so "St. Lucia is hardly to be called a colony, but rather the nucleus of a colony, which may become hereafter, by energy and good government, a rich and thickly-peopled garden up to the mountain tops." There are not wanting signs of prosperity and improvement: cacao and coolies have been introduced. A great central sugar usine, like that we saw in Trinidad, insuring the most economical methods of making sugar, has been established by the local government. It pays six per cent. on its capital, and has given a great stimulus to the principal industry of the island. When the Panama Canal is made St. Lucia will increase in importance as a coaling station, for it lies directly in the line of commerce between England and the isthmus, along which much of our Pacific and Australasian trade will pass. There is a good deal of swell here in the roadstead, and it has been squally and rainy all day.

Feb. 15th.—At 6.5 A.M., John Cowley, A.B., fell overboard out of the port fore rigging, striking the chains and breaking both bones of his left leg. A cutter was lowered, into which he was got with difficulty and brought on board on a grating. This is the first serious accident that has befallen any of our ship's company. Divine service morning and evening as usual.

Feb. 16th.—In the afternoon the captain went away in the steam pinnace with a party of twelve of us down along the coast to the *Soufrière*, or remains of an old crater now fallen in, 1,000 feet above the sea, from which any amount of sulphur might be obtained, the supply being practically inexhaustible, everything there is encrusted with it. The boiling springs and jets of steam were rushing up out of the earth in all directions; these are about three miles from the shore and 200 feet above the sea; we boiled some eggs in a little pool, and one midshipman burned both his feet rather badly as the crust gave way. We returned at 7 P.M. Others went away fishing in the stream for the mountain mullet, and with the same effect as at St. Vincent. There are only about 900 white inhabitants here, 30,000 negroes, and 2,000 coolies. The exports of St. Lucia have trebled in thirty years.

The fer de lance, or yellow "rat tail" snake, one of, if not the,

most deadly and venomous snake known, flourishes here and in the neighbouring French island of Martinique alone, of all the West Indian islands. Its great enemy is another snake, the cribro, who swallows his adversary whole.

It abounds in the sugar-cane fields, and lives chiefly on the rats it there catches; it is, we were told, unsafe to go without the greatest caution off the beaten track in the sugar fields a yard on either side. This snake is very prolific, as many as eighty-five young snakes having been found in one old one. The local government four years ago determined to extirpate it and voted to spend £300 per annum for this purpose, offering a reward of 2*s.* 6*d.* for every five heads of the snake produced. They spent £1,200 in this manner and the death rate from this snake's bite diminished every year from twenty-two persons, who thus died the first year, to two who died last year. It was then determined no longer (having so far reduced them) to offer any reward at all for their heads, so that the island will still furnish, probably for some time to come, this interesting specimen of natural history, though it is to be feared the death rate will again increase from his bites, and the money already spent might as well, have been thrown into the sea with our shot and shell the other day.

Feb. 17*th.*—Mr. Dix (the treasurer of the island) and a few others came off to lunch. We are waiting for the mail, and it is dreary work pitching here, the weather showery and miserable. We receive telegrams all day periodically, as to when she left Antigua, when she left St. Kitts, and, lastly, when she might be expected to arrive at St. Lucia, which is at twelve to-night. The doctor has been anxious about Cowley's leg, as it looks like mortifying, and has recommended his being taken to the hospital at Barbados. There was no sign of the mail at midnight; we had steam up ready for starting by 1 A.M., but no mail came in till daylight; and when she did there were no bags for us after all.

ST. LUCIA TO BARBADOS.

Feb. 18*th.*—At 8.15 A.M. weighed and proceeded under steam round the north end of the island, looking into Gros Islet Bay, and at Gros Islet itself—sometimes called Pigeon Rock—behind which Rodney's fleet, thirty-six sail of the line, lay waiting at anchor, well to windward of the French at Martinique, while he himself sat on the top of the rock, day after day, spy-glass in hand, watching for the signals from his frigates in the offing that the French fleet, 34 ships

of the line, and sixteen frigates, was on the move. The French were lurking in the Bay of Port Royal at Martinique, twenty-four miles distant until such time as they could sally forth, give Rodney the slip, and sail away with fair wind up to St. Domingo, and there effect a junction with the Spanish fleet, intending thence with their united forces, to make a clean sweep of all the colonies from Barbados to Jamaica —chief source then of England's wealth (the times are altered now)—and once for all to do for the English. With fifty ships of the line, and 20,000 land troops, it seemed an easy matter thus to destroy at once the naval pre-eminence of Great Britain. But "Quare fremuerunt gentes et populi meditati sunt inania? Qui habitat in coelis irridebit eos et Dominus subsannabit eos. Reges eos in virga ferrea et tanquam vas figuli confringes eos" (Psalm ii. 1, 4, 9).

As we retraced our way to Barbados with our sick seaman, we met the trade dead ahead, and there was a good deal of pitching; we made, however, a good six knots against it: land remained in sight until 4 P.M. We sighted Needham Point light at Barbados by 3 A.M. on the morning of the 19th, and at about 6 A.M. stopped, and came to at our old anchorage in Carlisle Bay. At 10 A.M. Cowley was landed and sent to the hospital. In the afternoon landed with the captain, drove up to Government House to call, then across the Savannah (where all things somehow look so natural, that it seems much longer than it really is since we were here) and thus out under the trees, past the garrison, to the hospital which stands, airy and cool, by the sea-shore. Found the patient in great pain, and feverish, but plucky and in good spirits, wished him "good-bye," then off to the ship: weighed under sail at 6 P.M., and shaped course north-west for Martinique.

BARBADOS TO MARTINIQUE.

Feb. 20th.—Sailing along steadily all the night, and making a good six knots an hour. At 8 A.M. we are midway between St. Lucia and Martinique, where we tacked and retacked. We should be less than Englishmen, less than men, if we did not feel a thrill of pride while sailing here.

It was in these waters that Rodney, on the glorious 12th of April, 1782, coming across from behind Pigeon Rock on St. Lucia, when he heard that the French had at last come out from Port Royal bay at Martinique to meet their expected reinforcements, broke Count de Grasse's line (teaching, thereby, Nelson to do the

same in like case), took and destroyed seven French ships of the line, and scattered the rest, preventing the French fleet from joining the Spaniards at St. Domingo, thus saving Jamaica, Barbados and the whole West Indies, and brought about, by that single tremendous blow, the honourable peace of 1783. The battle began at 7 A.M., and lasted till 6.30 P.M. The loss of the English was 261 killed, and 837 wounded: the French loss was 14,000 taken or killed: and of these 5,400 were French troops. On what a scene of crippled and sinking, shattered and triumphant ships, in this very sea, must the conqueror have looked round from the *Formidable's* poop, while the French admiral was with Rodney in the cabin below, and not as he had boastfully promised with the English admiral on board his own *Ville de Paris.* This ship was the gift of the city of Paris to Louis XV. She carried 106 guns, and had 1,300 men on board, when, after being engaged by the English flag-ship, she surrendered. And it is not yet a hundred years ago since all this was here done. The air yet even in clearest blaze of sunshine seems full of ghosts —the ghosts of gallant sailors and soldiers. Truly here

> "The spirits of our fathers
> Might start from every wave;
> For the deck it was their field of fame,
> And ocean was their grave—"

start and ask us, their sons: "What have you done with these islands which we won for you with precious blood?" And what could we answer? We have misused them, neglected them, till, at the present moment, ashamed of the slavery of the past, and too ignorant and helpless to govern them as a dependency of an over-burdened colonial bureau in London, now slavery is gone, we are half minded to throw them away again, and "give them up" no matter much to whom. But was it for this that these islands were taken and retaken, till every gully and every foot of the ocean bed holds the skeleton of an Englishman? Was it for this that these seas were reddened with the blood of our own forefathers year after year? Did all those gallant souls go down to Hades in vain, and leave nothing for the Englishman, but the sad and proud memory of their useless valour?

At 10.30 A.M. we are abeam of the Diamond Rock, and get a good long look at it from the *Bacchante's* poop. It is an isolated rock, with its pink and yellow sides shining in the sun, of the shape, but double the size, of one of the great pyramids, and once a British sloop of war. For in the end of 1803, Sir Samuel Hood saw that

French ships passing to Port Royal harbour in Martinique escaped him by running through the deep channel, three-quarters of a mile broad, between Diamond Point and that island. It rises sheer out of the water 600 feet, and is about a mile round, and only accessible at a point on this, the leeward side, and even then only when there is no surf. Once landed, you have to creep through crannies and dangerous steeps round to the windward side (the one away from us to the east) where the eye is suddenly relieved by a sloping grove of wild fig-trees clinging to the cracks of the stone. So, in order to command the passage between this island and Martinique, Hood laid his ship of seventy-four guns, the *Centaur*, close alongside the Rock; made a hawser, with a traveller on it, fast to the ship and to the top of the rock, and in January, 1804, got three long twenty-four pounders, and two eighteen-pounders, hauled up far above his mast-head by sailors, who, "as they hung like clusters, appeared like mice hauling a little sausage." "Scarcely could we hear the governor at the top directing them with his trumpet; the *Centaur* lying close under." Here Lieutenant James Wilkie Maurice, with 120 men and boys was established with ammunition, provisions, and water for four months, and the rock was borne on the books of the admiralty as H.M.S. *Diamond Rock*. She commanded the passage into Martinique with her guns till the 1st June, 1805, when she had to surrender, after three days' close engagement, through want of powder, to an overwhelming French squadron of two seventy-four gun frigates, a corvette, a schooner, and eleven gun-boats, but only after destroying three gunboats and wounding forty and killing thirty-one of the enemy, with a loss to herself of two men killed and one wounded. The whole story is very natural, and simply life-like in reality, both in the action of the admiral and of the British seamen, who one and all, no doubt, thought they were doing nothing very wonderful all the time.

Shortly afterwards, nine miles further on, we passed the entrance of Fort Royal Bay, for years the *rendezvous* and stronghold of the French fleets, from whence Count de Grasse sailed out on that fatal 8th of April, 1782. We saluted the flag of the French rear-admiral with thirteen guns, and we could just see the smoke of the return salute he fired from his flag-ship deep up at the end of the bay, though the distance was too great for any sound to be distinguishable. We sailed steadily on all the afternoon, though the wind was falling very light under the high land of the island. Towards evening, about 5 P.M., we sight H.M.S. *Tourmaline* steaming up

astern: she overtakes us and signals that she has our missing mails for us, and steams up to her anchorage off St. Pierre. We beat up to ours, and come to in twenty-three fathoms at 8 P.M., close in shore, not two cables (400 yards) off, under the cliff to the south of the town. It was then dark, but when we turned in we could hear the frogs and the crickets piping and chirruping in the bush, and the gentle surf lapping on the shore off from which came the warm earth scent of the tropic night. Captain Denistoun came on board, and brought an agouti and some greenstone and flint hatchets and arrow-heads as a present from Mrs. Dundas at St. Vincent. H.M.S. *Northampton* was lying off the port all the night.

AT MARTINIQUE.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Feb.		°	°	°	°
21	Variable 1·3	77	77	76	76
22S.	E. 3·2	72	77	81	80
23	N.E. 1	77	77	80	79

Feb. 21st.—At 8 A.M., saluted the French flag at the main mast head (for the first and, as it curiously happened, last time in our commission) with twenty-one guns, the fort returning the salute. At 10. A.M. H.M.S. *Tourmaline* sailed, and proceeded in company with the flagship to the northward. Captain Lord Charles Scott went away in the steam pinnace down to Fort Royal to call on the French admiral and governor. It was at Fort Royal, in 1794, that Captain Faulkner, commanding H.M.S. *Zebra* (only a brig), after standing a heavy fire of grape from the fort for a considerable time, to which his puny broadside could offer no effectual return, suddenly ran the brig alongside and in the most gallant manner captured the fort by boarding from the main-yard arm.

Martinique was captured by the English, 1762, restored in the following year, in 1794 recaptured, restored again at the peace of Amiens, taken again in 1810, and finally restored at the treaty of Paris. It and Guadeloupe are the two French islands that lie between and separate the two British groups of the leeward or northern, and the windward or southern, Antilles.

Some of us landed at 3 P.M. and went to the office of the English consul, Mr. Lawless, and from there, in two carriages, drove round the town and up to the Botanic Gardens, through which we walked. They appear neglected, but have been in their day very fine; there is much carved stonework about in the way of balustrades, and broad flights of steps, and three cascades and basins, but all now green and moss-grown. The gardens are situated on a tongue of high ground between two glens, each of which is laid out in winding walks. In one of these glens is the old grove of giant palms, beneath which many a duel has been fought; the bullet marks are still visible on the tree-stems. We went into the museum at the gardens, where there is a good collection of preserved flowers and snakes, fish and stuffed frogs, some of these last a foot long. There is a specimen of a yellow fer de lance in the act of being bolted and swallowed by a cribro. His head is lancet-shaped, flat and very broad. Off to the ship at 5.30 P.M. St. Pierre is a pretty French town, clean, with water flowing on each side of the street; the houses all look neat, the churches are open, the negro people praying in them, and by the roadside are many Calvaries and shrines of saints. The whole offers a wonderful contrast to the British islands. It is said that the French obtained their negro slaves in olden days from altogether different tribes in Africa to those which furnished the British slave-holder with his, and that hence the difference in docility and demeanour between the French and British negro may partly be accounted for. But the chief thing that has made the French negro so much better than the British is that the French proprietors have never ceased to be resident on, and to take a pride in, their own estates, and therefore the island presents the appearance it does with its fields well cultivated, its roads in good repair, alongside which are the hawthorn hedges well trimmed and kept, and the planters' houses, many like small villas outside Paris, bright with their jalousies and green shutters. Though the modern Frenchman rarely, if ever, settles in a colony for any length of time, yet apparently the Frenchman under the old *régime* did so, and their descendants reside here still. About a third of the island is under cultivation. Nevertheless, according to the French official returns, there are 67,000 acres of good land lying fallow in Martinique, and 85,000 in their neighbouring island of Guadeloupe. The value of the exports from all the French colonies throughout the world that go into France is only £4,000,000; to foreign countries they export about half that. The

imports from foreign countries into the French colonies are over 3,000,000*l.* a year, from France only 2,000,000*l.* A French colony is as much a part of France as any other *département*, and Martinique returns like one of these its member to the Assembly in Paris. There are 150,000 negroes here, 20,000 whites, and 16,000 coolies. (*Annuaire Statisque de France*, 1880.)

Feb. 22*nd.*—A beautiful morning; like one at midsummer in England. From our anchorage watched the negroes, men, women and children trooping in from the country to the town by the path which comes down from the woods and then runs along the beach in front of the cliff close to us. Had the usual Sunday services to-day under the awnings on the quarter-deck.

Feb. 23*rd.*—A party of us lunched with the consul at one, and then started on ponies for Morne Rouge in the centre of the island. We rode up over the now dry mountain torrent in the middle of the town of St. Pierre, and under the shady promenade of great trees on its bank, where we saw merry-go-rounds and other toys arranged just as in the Champs Elysées, and so went on up past the Botanical Gardens and the cultivated grounds outside the town to a pretty inland village. The cool breath of the trade-wind from the north-east was blowing in our faces the whole way up. Went for a few minutes into the new church here, all panelled with white marble, along which run Latin texts in gold letters; and then up to the Calvary behind. The stations of the cross are set all the way up the hill on either side the path, and the consul's little boy trotted along with us chattering his simple notions about *La Vierge, son Fils, et le grand Dieu en ciel.* From the summit there was a most extensive view; away to the north rose the peak of Morne Pelée 4,400 ft. high; a cloud or two was forming on its scarred sides by the cool east trade wind as it drifted in upon them from the Atlantic, the blue of which is visible far below on the other side of the island. Stretching right up to the foot of Morne Pelée were cultivated fields just as in Europe. (Morne is merely negro *patois* for Mont.) Away to the south is the other peak of the island Morne Carbet, very precipitous, but covered with trees to the top, and down its sides the track of mountain torrents, made by the recent heavy rains, is still visible, and all up to its foot stretch the same cultivated fields and park-like woods. We gathered some beautiful roses in the garden of a house at which we halted, up on this high land. Rode back to the town, which we reached at 7.15 P.M. Off at once to the ship,

Mountain mullet caught here with fly just the same as at St. Vincent and St. Lucia.

Feb. 24th.—Landed at 7.45 A.M., a small party of six, and met Consul Lawless on the pier, to which we pulled in, astern of the long line of French schooners and brigs which are moored alongside each other to the south of the town. Over these on the right, on the green hill-side, is distinguishable the white marble monument of the Empress Josephine, who was born here; as was also her first husband, de Beauharnais. Close to the landing-place are the casks of sugar waiting to be shipped, and along behind them runs the avenue of trees by the water's edge, as in a European port. Here we mounted ponies and started down the chief street of St. Pierre, noticing on either side, aloft in the stone walls of the houses, the supports and brackets that were used for spreading the awning the whole length of the street in olden days as in an eastern bazaar. Then out of the town and along the shore, crossing more than one mountain torrent, now dry, and under the shade of trees for the greater part of the way, until we arrived, two and a half miles out, at a large village, where we left the road and struck up into the hills on the right by a mountain path to the alkaline baths of the Prêcheur, under the old extinct volcano of Morne Pelée. The last half of the ride is up ravines and by the side of a mountain torrent which runs brawling below, and every now and then affords abrupt views of red cliffs over which trail veils of creepers, and then, through broken gaps, of the sea beyond the woods. At the *établissement*, which is 500 feet above the sea, we had a warm natural bath, which you can take either privately by yourself, where the water comes in jets from the rock or else in a swimming tank. The water is very dense, though very clear, and hence there is a difficulty in keeping the limbs under water. Its temperature is 34° Réaumur, and chloride of sodium is said to be its main ingredient. Its action is said to be as mild as that of some sorts of Vichy. We felt enervated rather than refreshed after dabbling about here for half an hour, and quite ready for the good lunch which we found laid out in the shade by the restaurant, at the end of a terrace under some fine trees, with benches and a statue of the Virgin in the centre. There is a large wooden building all along one side of this open space, something between a Swiss cottage and a monastery; the rooms in it are let out to families who wish to avail themselves of the baths, or quiet stay in a healthy, dry and airy retreat. The cost for

the day for baths, furnished lodging and board, varies from three francs and a half to thirteen francs. We met many cripples going away on crutches; the place is said to be largely patronised by French soldiers for various skin diseases, old wounds, fistula and rheumatic affections. The waters are drunk as well as bathed in. We started homewards about 2 P.M. and did the five miles back to the town in an hour and a quarter; did some shopping, liqueurs and preserved fruit chiefly, and returned to the ship about 4 P.M., and at 5 P.M. weighed under sail, steering towards the north-west. A charming moonlight night and nearly a calm with only just a ruffle of wind.

MARTINIQUE TO DOMINICA.

Feb. 25th.—At 4 A.M. were in sight of Dominica four miles ahead, but as the wind fell light under the hills we did not get in till 3.30 P.M., when we anchored in thirty-three fathoms off Roseau. Dominica, or "Sunday Island," was first sighted by Columbus on that day of the week, November 3rd, 1493, and must not be confused with Dominique, as the French called their half of the island of Haiti, which to us bears the Spanish name St. Domingo. In this very roadstead on the 9th April, 1782, Rodney caught up the French and would have beaten them there and then, had not a great part of his fleet lain becalmed, as we were, under those highlands up there in front. From the offing the island appears

AT DOMINICA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Feb.					
26	N.E. 1	78°	79°	79°	78°
27	Variable 1	78	77	78	77
28	N.W. 1·2	78	78	78	77
29S.	...	78	78	78	77
March					
1	Variable 1	78	78	76	76
2	N.W. 3·2	78	78	78	77
3	N.E. 1·2	77	77	78	76
4	N.E. 1·2	77	77	84	79

to be very precipitous, though thickly wooded in the interior; the landing-place is to the left of where we are anchored. By that

we can see one or two stores with wooden verandahs, and the everlasting sugar and molasses. To the right of these stores rise the towers of the Roman Catholic cathedral, and behind them comes the house of the president, close to which is the little domed classic English church. Sloping down from this last and crossing what used to be the old market-place, but which is now all overgrown with grass and weeds, you come out on the edge of the cliff just opposite our anchorage; and from this further to the south runs a long tumbledown street, grass-grown though once paved, and with the ruined stone foundations of many once respectable houses on either side. Now, only a few dirty-looking wooden negro huts, each in its own garden, can be seen here—some built on the foundations of the former houses that were burnt down by the French in 1781, others in the gardens. The apathy that followed the sudden abolition of slavery in the West Indies, and the consequent desolations wrought in the name of humanity, not wisely but too well, still remain. Of course the abolition of slavery was a righteous thing, and it was done in an heroic manner; it is easy enough for us to be wise after the event, beholding the consequences that inevitably followed from the manner of the deed; to note those consequences is not to question the rightness of the deed itself. As it was, the negroes, from being slaves of one kind, which often was slavery only in name, became slaves in reality, though free men in name. Emancipated suddenly they had neither the means, energy nor education, to support themselves; free citizenship did but debase and demoralise them.

[On August 1, 1834 (exactly the 120th anniversary of the accession of the Hanoverian dynasty to the throne of England), slavery was abolished throughout all that wide area of the earth's surface over which the British Crown holds sway. The slave trade between Africa and the West Indies had been previously abolished in 1807. The emancipation of the West Indian slaves cost Great Britain twenty millions of money. The time at which that sum was raised has to be taken into account before we can understand what a burden it was which the people of this country took upon their shoulders so readily and enthusiastically; thereby attesting the sincerity of the national devotion to the principle of human liberty and the strict regard paid, by the English people, to the claims of property, even when that property was human flesh. They recognised the fact that the Legislature, which had permitted and sanctioned slavery, was just as much responsible for its exist-

ence as the individuals who happened to own slaves; and they paid honestly for the rights they swept away. The Imperial exchequer had indeed been receiving, for 200 years, a direct annual payment in the shape of a $4\frac{1}{2}$ per cent. tax on the produce of the West Indies. This had amounted to more than a million and a half pounds in some years, and therefore it might be pleaded that the British Government merely restored the annual tribute at fourteen years purchase back to the planters when they decreed the abolition of slavery. Still 20,000,000*l.* was a far larger sum fifty years ago than it is now. It was more than a third-part of the whole revenue of the country; now it is much less than a fourth-part. The population that undertook the burden was smaller and far poorer, and taxed over its whole area in a way that would astonish the working man if he had to bear such charges nowadays. Yet there was no shrinking, and no dishonesty: no notion then of making one section of the community in one of the three kingdoms pay for a beneficent scheme of State policy. The honour of the country appears to have been something to it at that time. Comparing that day with this, do we see no falling off of public spirit in the recognition of great duties, in the readiness to fulfil responsibilities? The fact is that the West Indies are, at present, a glaring example of the terrible penalties following on reckless acts of inconsiderate sentiment which have been the curse of English statesmanship in the nineteenth century. Englishmen enfranchised the West Indian slaves, and paid a not inconsiderable sum as compensation. They took absolutely no account of the fact that the whole social and economic system of the islands had been built up on the two pillars of slavery and commercial protective duties, and that when these were, no doubt very properly, cut away, it must topple down unless something else was provided. Acting thus in avowed deference to the rules of morality it was impossible for Englishmen to escape a further moral responsibility. Of no other part of the Queen's dominions can it be said so emphatically as it can of the West Indies that the ruling country is under a distinct obligation to it. The temporary prosperity, and the dense population which is not temporary, were the distinct and artificial work of England, the results of a long course of deliberate policy. The depression which has succeeded that prosperity has been caused by the deliberate acts of English Governments.

There can be no doubt that the decay of the West Indies set in from the year of emancipation. At that time the plantation

business was the most flourishing and valuable branch of the whole British trade. It was naturally thrown out of gear at once. In the first place, though twenty millions was voted by Parliament only about eighteen and a half were actually awarded to the planters for slaves; the value of whom was estimated by the Government Commissioners at the time of emancipation to equal at least forty-three millions. During the twelve years succeeding the emancipation the position of the employers and employed was completely reversed. The negro, suddenly freed from all restraint, revelled in the newly-tasted joys of freedom and worked as little as he pleased, and as a matter of course the sugar-cane remained uncut, the coffee-berries unpicked, the plantations weed-grown and untidy. The soil was prolific as ever, the bare necessaries of life grew with little or no trouble, but labourers were wanting to garner the abundance it put forth. Much land went out of cultivation, and what land was still cultivated left a loss instead of a profit to the proprietors. Their industry was further crippled by a steady fall in the price of sugar in the home markets owing to the rapid improvement in facilities of communication. Still the West Indian planter persevered and struggled on: and protected as he was against competition with slave-grown produce matters gradually improved.

In 1846, however, another blow fell upon the West Indies. The Corn Laws had just been abolished, and the English nation was enthusiastic for free trade in all directions. The Sugar Act of that year did away with the protective duties on foreign imported sugar; it admitted slave-grown sugar from Cuba and Brazil to the English market on the same terms as that manufactured by free labour. The price of West Indian muscovado was reduced from 40*l*. to 20*l*. per hogshead to the English consumer; he was therefore benefited. So far, so good of course; but with what practical results? The cultivation of slave-grown sugar was enormously stimulated; so much so that 1846 more than undid for the negro what 1834 had accomplished. The horrors of slavery were inflicted upon thousands who would otherwise have been free, and an amount of misery was caused to a large portion of the human race which can hardly be over-estimated. In order to give Englishmen cheap sugar the slave trade was revived. From 1840 to 1845 only 32,000 slaves were imported into Brazil; in 1846 and 1847 no less than 110,000 were imported. In Cuba, previously to 1846 the importation of

slaves had practically died out; for a number of years after 1846 slaves were introduced into Cuba from Africa, often over 40,000 a year, and as late as 1861 the slave trade was still on the increase. In that year it was admitted in Parliament that three Africans were torn from their homes and enslaved for every one landed, owing to the deaths and suicides in the middle passage. Overcrowding of slaves on board slavers, and other horrors connected with running the cargoes across the Atlantic, were also aggravated rather than suppressed by the British squadron now kept on the coast of Africa for that purpose. The cost of that squadron yearly to the British sugar consumer was considerably more than he had gained on his cheapened sugar, grown by the hands of those very blacks whose importation into Cuba and Brazil he had thoughtlessly and illogically stimulated.

The Act of 1846 was framed on principles which appeared in theory unassailable; but when put in practice it produced disastrous results which must not be ignored. Cuban and Brazilian planters made enormous fortunes, their crops rapidly increased; and all this time misery and ruin were pressing on our own colonies. Within two years after 1846 fifty large houses connected with the West Indies had failed with liabilities exceeding 6,000,000*l.* Mr. Gladstone had almost foreseen the result of the Acts of 1846, and had expressed his strong disapproval of the policy those measures inaugurated; so also had Lord Palmerston. With reference to the theoretical argument that "a free labourer will work better than a slave," and that therefore his services are so much more valuable, Lord Derby described it with reference to the West Indian industry as "a cruel mockery." "The African has no desire to better his condition by the sweat of his brow; he is quite content to earn sufficient to satisfy his few and simple wants, and never thinks of amassing money by the fruits of honest industry. It is therefore idle to pretend that the labour of this man is of equal value with the involuntary toil of the Cuban slave. The difference between the two is simply this, that the free labourer will never work more than sheer necessity compels him, whereas the slave is obliged to work to the extreme limit of human endurance." As the West Indian planter found himself face to face with these difficulties—the difficulty of cultivating his estate at a remunerative cost owing to the disinclination of the negro to work and owing to the competition he had to meet from the slave employer—he naturally in many cases gave up the contest; in others he struggled

on. The more a proprietor got into debt in the endeavour to tide over what was supposed to be a temporary depression, the less able was he to cultivate his estate; and the more the estates went out of cultivation the more opportunity was there for the reversion by the negro race to that half savage life of freedom—ill-fed and comfortless, but idle and therefore congenial to him—which the negro's soul loves. Such evils have since tended to increase, as all evils do.

However, crushed and ruined as the planters in our sugar producing colonies were, they did not all give themselves up to despair. Englishmen do not know when they are beaten, and the indomitable energy shown by the planters is no bad example of this virtue of our race. Once more they put their shoulders to the wheel and by slow degrees succeeded in improving their condition. At last in 1868, the slave trade in Cuba was put down. The insurrection followed; and as regards Cuba, the West Indies found themselves able to compete successfully.

No sooner, however, was the advantage which the slave trade gave to Cuba removed than the planters found themselves assailed by another rival—the beet-sugar producer of Europe. But as now we are getting upon debateable ground, and the question is still one of controversy, we will merely give the arguments adduced on either side. It is affirmed that the present crisis in the sugar trade (1884), which is alleged to be bringing the planting industry in the West Indies to ruin, has been mainly brought about by the bounty-fed production of beet-root sugar on the Continent, and that if the bounty system in Germany, France, and other continental counties, be left unchecked, the cultivation of sugar in the West Indies will collapse, while at the same time the artisans employed in the manufacture of sugar at home will be driven out of the field by an unjustly favoured foreign competition. The Board of Trade contends on the other hand, "that prices are not affected in any great measure by the giving of bounties in some countries, but rather by the enormous expansion of its production. Sugar has not fallen in price more than other articles, notably wheat, rice, tea. The maximum amount of sugar receiving a bounty on refining is only about 270,000 tons against an annual total of 3,000,000 tons refined. In spite of low prices, the production of sugar in every part of the world is increasing, and is not confined to the bounty fed beet-root sugar. The production of cane-sugar in the West Indies themselves and Guiana, in 1880-2, exceeded by 10 per cent.

the production in 1877-9. In 1883 the West Indian production was 295,000 tons: the annual average five or six years earlier was 260,000 tons. And though the home consumption of British cane-sugar has declined, yet the difference is far more than made up to the West Indies by the demand developed in the United States and Canada."

Granted for a moment, however, that the bounty-fed sugar is undermining the West Indian trade with England, what is the remedy asked for? The West Indian planters ask that all sugar that has received bounty from a foreign Government on export should be subject to a countervailing duty on coming into England equal in amount to the bounty, so that they might compete together on equal terms in the home market. The arguments in favour of such a policy are plausible, and were adopted by the majority (fifteen out of seventeen) of the Select Committee of the House of Commons which inquired into the subject in 1880. The Board of Trade, however, has steadily combated the proposition, both on practical and theoretical grounds.

The English people in 1883 consumed over 1,000,000 tons of sugar, over 68 lbs. per head of the population; its cost, 30,000,000*l.* sterling, is about half the amount spent on bread. According to the estimate made by the West Indian planters themselves the reduction of price due to bounties is about 5*l.* per ton, which is a gain of 5,000,000*l.* sterling annually to the people of the United Kingdom. Would it be right under any circumstances to ask the consumers in the United Kingdom to forego cheap sugar in order to encourage an industry with which their connection is so indirect? Ought the 35,000,000 white men in these islands to be taxed for the benefit of the 1,500,000 negroes in the West Indies?

To this, the opposite side reply: "Your satisfaction in the present cheapening of your sugar is as shortsighted in 1884 as it was in 1846. Look at the consequences. We admit that bounties are ridiculous. Mr. John Stuart Mill classes in one category as producing unsound artificial cheapness 'stolen goods, smuggled goods, slave-grown produce, and bounty-aided manufactures.' We admit the teaching of Adam Smith: 'The effect of bounties can only be to force the trade into a channel much less advantageous than that in which it would naturally run of its own accord.' And that of Jeremy Bentham: 'The giving of bounties on exportation is an ingenious pretence for inducing a foreign nation to receive tribute from you without being aware of it—a little like

that of the Irishman who passed his light guinea by slipping it in between two half-pence.' It is quite true that at present Germany and France think fit to make a present to foreign purchasers of perhaps an ounce in every pound of sugar; and that the operation of the bounty has necessarily been that the continental population is heavily taxed for a purpose in which only their sugar-growers and sugar-refiners, whether employers or workmen, have the smallest interest; that English consumers obtain refined sugar at a price which is sometimes below the cost of production, and that the whole arrangement might have been devised as a caricature of the policy of Protection. But do you imagine it possible that the subjects of foreign Governments do not understand the reason that they are paying considerably increased taxes for the purpose of supplying England with cheap sugar? They are making sugar artificially cheap now in order to make it artificially dear by and by. The so called payment by Germany of a tribute to England is willingly endured because it is looked upon in the nature of a tax by means of which the war of competition is being carried on. The German sugar manufacturer can afford to sell his sugar in England below cost price since the difference is made up to him by his Government. When the German Government have obtained their triumph over their rival, then, the nation will recoup itself. Their policy is nothing more nor less than that which is well known to our own English manufacturers, several firms of whom have what is called their 'fighting capital,' a reserve fund which they draw upon when they undersell their rivals at a temporary loss in order to drive them from the market, and after thus ridding themselves of competition command their own prices. The self-satisfied argument that the English should be thankful to the Germans for this present of cheap sugar would be all very well on the childish supposition that the German Government were giving it to us out of sheer benevolence or pure stupidity, and that these low prices would last after the British workmen are starved out and British competition disposed of. When the British grown cane-sugar has been extinguished—(and the increase in the amount produced that you point to with such satisfaction is due only to excessive competition, and cannot be kept up indefinitely)—then the cost of the beet-sugar will be raised; and our industry having been put to death you will suffer and be entirely dependent on foreigners for your supply. Having driven cane-sugar out of the market, and thrown a large number of plantations out of cultivation, they will

then be able to charge what prices they like. Englishmen have millions of money invested in machinery and agricultural plant in the West Indies; if sugar fails them there is nothing else to which they can turn, their ruin would be utter, and when the industry is once slain it could not be revived again. Remember also (the argument runs) that nearly all that goes to make a ton of British cane-sugar is the direct outcome of home labour in the form of sugar machinery, artificial manures, copper-pans, coal, &c. In Derby, for instance, where large sugar machinery works are located, so serious a decline in orders for sugar machinery from the West Indies has been experienced as to throw many hundreds of skilled mechanics out of work. Your mercantile marine suffers too by the diversion of the sugar trade. If the British Government were to place a countervailing duty of 2*s.* 4*d.* per cwt. against German sugar, then as Great Britain is the chief market, the export of the whole German sugar industry would receive a severe check and it would be the means of abolishing the bounty system and bringing about a general reduction of the German tariff, and practically conduce more to free trade than a doctrinaire clinging to its principles."

The impression left in the minds of the working men's delegations to Germany was that the majority of the German people are against the continuation of the bounty system, though the landholders and the people interested in the trade in the agricultural centres of industry are favourable to a continuation and even an extension of the system; whereby they are enabled to sell their sugar even below cost price in the English and other markets. This year's crop of beet sugar in Germany is estimated at 1,200,000 tons; of this enormous outturn only 400,000 tons are required for their home consumption. It results therefore that 800,000 tons will be exported from Germany at a cost to that country for drawback in the shape of bounty of nearly 2,000,000*l.* sterling. They will flood the English market, and at this rate not only give you a present of 5,000,000*l.* but of 11,000,000*l.* on your annual consumption. This will almost put the finishing stroke to the competition, by still further driving down the price of British cane sugar. Besides, urge the planters, the assertion that the principles of free trade will not admit of the British Government levying a countervailing duty is not borne out by facts. Formerly English spirits paid 10*s.*, colonial rum 10*s.* 2*d.*, and foreign spirits 10*s.* 5*d.* per proof gallon duty. In 1884 the

duty on colonial rum has been raised to 10*s*. 4*d*. thus giving a further protection to the home distiller, who continues to pay 10*s*., while the duty on foreign spirits has been lowered to 10*s* 4*d*. to the benefit of the beet-root and potato spirit. No more flagrant case of protection to home industries and of the promotion of foreign adulteration to the injury of ourselves could be imagined.

To which the reply is, "The excessive cheapness of sugar, however caused, while it lasts is a benefit to the consumer. No Government in England dare propose a duty upon sugar imported from abroad. Sugar has now become a necessary of life, and if this countervailing import duty were laid upon it there would be an outcry that the widow and orphan, the starving needlewoman, and the struggling fathers of families, were taxed for the benefit of a few capitalists in a small trade Nor is it only the consumers who would oppose a countervailing duty. Sugar is employed as a raw material now in many manufactories—in brewing, biscuit-baking, mineral-water-distilling, jam and confectionary. All these employ several thousands of labourers who benefit by this cheapness, and who would oppose the duty as bitterly as the consumer. It is no use trying to persuade the British Government to adopt retaliative measures. The only chance for the sugar industry lies in the hope that the bounty-giving countries will so undersell each other in their competition that they will be forced to return to legitimate trading. Already they are crying out that the evil day is upon them, and failures are getting to be very plentiful, notwithstanding the artificial help afforded by Government."

"The Board of Trade retain the conviction that the bounty system will break down, and are satisfied that on the whole during the last few years it has become weaker and not stronger. The embarrassment to all the countries who try it is obvious. France, which initiated the system, has had to reduce the bounties so considerably that in 1880 they were substantially abandoned. Austria, which a few years ago outstripped France, and even was flooding France with its sugar, has also had to cut down the bounties, if not to abolish them altogether. Germany is the only country which now gives bounties large enough to derange the trade. The German Government has shown itself dissatisfied with the system by partially reducing the bounty. Legislation to get rid of them seems probable enough in Germany before long. The free-traders of Germany are most earnest and vigorous in their efforts to put

down the bounty system. They regard it as different from any tariff system; and while they have not attempted since 1879 to interfere with the tariff system, not a week passes that there do not appear in the Liberal journals strong articles against the bounty system. The system has led to immense over-production. Another result of the bounties has been to withdraw from the cultivation of cereals much land necessary to be devoted to the growing of wheat. Besides which few crops exhaust the soil more than continuous beet-growing. Each country must find out before long the serious character of the evils they are inflicting on themselves. No foreign Government has a large surplus to sacrifice for the sake of giving cheap commodities to neighbouring peoples."

Since the receipt of this official memorandum, many West Indians, gravely disheartened at the low prices, and not less incensed at what appeared to them the inaction of the Home Government, have taken up the idea of joining the Canadian Dominion. With a total annual value of exports approaching ten millions, more than four-fifths of which is sugar, it was a life and death matter with them. They urged that they could not wait in philosophic manner for the gradual working out of the results of that economic law theoretically expected by the Board of Trade. By joining the Dominion of Canada as Provinces they would hope to obtain a protected market for their sugar, and to give in return a protected market for her manufactures of all sorts. Canada grows and manufactures everything that the West Indian Islands require. Flour, meal, pork, fish, are the staple foods imported into the West Indies. Where better than from Canada could these be procured? It is true that the Canadian Dominion includes at present only 5,000,000 inhabitants; and that they consume about 70,000 tons of sugar in the year, 30,000 tons of which already come from the West Indies; and that the total amount of sugar at present produced in the West Indies is 400,000 tons, more than five times the amount Canada requires: but if the West Indies were tropical Provinces of the Dominion the requirements of sugar for other manufactories to be carried on in the Dominion would be probably greatly enlarged. There are already five sugar refineries in Canada employing directly 3,500 persons, and indirectly 30,000. Beet-sugar making has been tried in the province of Quebec and found a failure; whence so well as from the West Indies could raw sugar be obtained? With the development given

to the various manufactures that employ sugar now, brewing, &c., the total output of the West Indies and British Guiana, even if doubled in a few years, will find sufficient market in the Dominion.

To this it is replied, "that there are difficulties connected with finance, such as the taking over by Canada of the public debts of the West Indian colonies. The money so borrowed was advanced in some cases under the direct guarantee of the Home Government. Would the Canadian Dominion assume such responsibility or the British Government allow it? Another financial problem is the Revenue question. The whole system of raising revenue would be assimilated to that of the Dominion, and foremost among the fiscal changes would be the adoption of the severe customs tariff at present in force in the Dominion. In most of the West Indian colonies, and especially in the smaller islands, and in those in the neighbourhood of French settlements, it has been found that in practice high customs duties fail altogether, because of the impossibility of preventing smuggling on an extensive scale. The adoption of the Canadian tariff would mean a very considerable increase in the expenditure on customs establishments in the West Indies. It is true that Canadian manufacturers might hope to secure monopoly of the West Indian market; but judging from the steady increase of the imports of English manufactures into Canada itself, there seems little reason to suppose that the same tariff applied to the West Indies will keep out English manufactures from those islands. There is, for instance, the great item of sugar-making machinery and plant, which it is essential to have as cheap and as good as possible. The difference the tariff would make would be that the West Indian colonists would have to pay much more than they now do for the same article. The only sure way to encourage a great and free interchange of commodities—of West Indian raw sugar on the one hand, and Canadian lumber and flour and salt fish on the other—is by a mutual reduction or abolition of customs duties. This would give Canada and the West Indies all they could gain by closer union, and yet not involve either in the losses and disadvantages, the risks and expenses, incident to political incorporation."

The West Indian rejoins that "the Home Government has given Canada power to negotiate such reciprocity custom arrangements: but that they have not such power; and that unless they were able to offer the Canadian protectionists some equivalent for the proposed admission of their sugar duty free into the Dominion, so as

to secure them a protected market in the West Indies, there is no prospect of any such mutual interchange as suggested. Give then to the West Indian colonies the same power of framing commercial treaties as you have given to your other colonies: or if you will not, at any rate negotiate a reciprocal commercial agreement between the United States and the West Indies, by which they would admit raw sugar from the West Indies duty free at nominal rates in consideration of a reduction by the West Indian Government of the import duties on such American produce as bread stuffs, salt-fish, and timber. Spain has carried through in four months (a standing criticism on the inaction of the English Government), a convention with the United States, whereby her colonies in America, the West Indies, Cuba, and Porto Rico, may import into the States all raw sugar and tobacco duty free, and other products at reduced duties: while the Cuba and Porto Rico tariffs are to be modified so as to admit American flour on the same footing as Spanish. The result of this convention will be, that unless Great Britain obtains for us, or allows us to obtain, similar terms for the British West Indies, our sugar will now be entirely excluded from the American market. This question is one of the utmost importance to the West Indies. Their total exports of tropical produce has nearly trebled during the last thirty years, and nearly the whole of this increased output has been absorbed by the markets of the United States and Canada. While the importation of sugar from the West Indian colonies into the United Kingdom has fallen off to at least a third of what it was, during the last few years through the importation of cheaper bounty-fed beet-root sugar from the Continent; the large market for their sugar in the United States has been their great mainstay, where 50,000,000 of people consume 1,200,000 tons of sugar annually. And this market even is now about to be closed to the West Indies by the inaction of the British Government. The United States has already by reciprocity treaties granted special facilities for the entrance of sugar from the Sandwich Islands, Mexico, Cuba and Porto Rico, whereby it is no longer to be weighted with the additional import duty. At present, sugar of the lowest class, the rawest of the raw, has to pay an import duty of 8*l.* per ton, with 25 per cent. *ad valorem*, which at present prices is in all about 105 per cent. *ad valorem*. Four-fifths of the sugar imported now pays this high duty: in future Cuba and Porto Rico are to be freed from it, but not the British West

Indies. Live fish imported from the United States to Cuba are to pay no duty on entrance, and all tonnage dues on Spanish vessels leaving United States ports for Cuba are to be remitted: and the United States will remove the 10 per cent. valorem duty on imports from Cuba and Porto Rico into the United States. The West Indian Committee therefore urge the Home Government to obtain the inclusion of the West Indian colonies in the most favoured nation clause of the treaty: or to allow the legislatures of these colonies to enter into reciprocal commercial relations with the United States under the terms of a treaty between Great Britain and the United States similar to that negotiated between that country and Spain." The reply to which is, "Her Majesty's Government would be very glad if it were possible, to obtain the extension of the most favoured nation clause to British colonies, but there is no present prospect of negotiation for that purpose leading to any result. Her Majesty's Government is not prepared to allow West Indian colonies to enter into reciprocal commercial arrangements with the United States." And so in Feb. 1884 it was resolved by the West Indian Committee, "that they regard with deep concern and regret the statement that Her Majesty's Government are unable themselves to secure, and prohibit Her Majesty's colonial legislatures from attempting to secure, for the trade between the British West Indies and the United States equal concessions and advantages to those readily obtained by the Spanish Government in favour of the Spanish West Indies, and this Committee believe that this restriction of the Government upon all attempts by the colonies to secure a free development of the West Indian and American trade, will occasion great disappointment in the West Indian colonies." It has done so; and now there is an ever-increasing party within the West Indian colonies, who, rightly or wrongly, reason that—as the British Government say in effect 'Perish the colonies so long as people in England can obtain, for however short a time, and no matter by what means, sugar at an unnaturally cheap price,'—and as there is already a real identity of interest between the United States and these colonies, since they obtain from the States their food supplies, and the main necessaries of life—and as, driven from the markets of Europe, the States offer us an unlimited market for our produce, with the result of a very considerable enhancement in the value of our properties—why should not the West Indian colonies seek admission to the States? Of the large colonial family

of Great Britain we form a small, and in your eyes, insignificant member. Loyally for years we have fought the fight of competition with slave-grown produce imposed on us by imperial policy, and after a fashion we have held our own. A new and more serious calamity, the foreign bounty system, threatens us with extinction. Practically you say you can do nothing to help us, though with us it is a matter of life and death. Loose us, and let us go."

To which Lord Derby's official reply is, "Undoubtedly the United States are a more natural market for the West Indian colonies than Europe; but Great Britain is not prepared to make special arrangements between the United States and the West Indies. The Government admit that the position of the West Indies is one of such great difficulty that the Government should not stick at trifles with a view to help and relieve them: and of course the day is gone by when Great Britain would seek to retain any colony who desired to claim independence, or transfer its allegiance to another power."

And there we must leave the controversy. What the next step will be remains to be seen. Meanwhile it is well to bear in mind, that the Select Committee of the House of Commons on sugar industries in 1880 reported: "That a countervailing duty is not in any sense of the term, protection. That in 1864, the recognition of the principle of a countervailing duty was accepted by the Government of the day without protest." "On the question of principle we see no objection to the imposition of a duty to countervail a bounty, and (after hearing evidence from Custom House officials) in the practicability of levying it, no insurmountable difficulties. The chances are that if a duty was placed upon refined sugar imported from countries which pay a bounty to the refiner, it would in a very short space of time break down the whole bounty system—a system deliberately intended to crush the British producer of refined sugar."]

Feb. 26th.—A small party of us landed at 7.30 A.M. and walked up to the President's (Mr. Eldridge), and rode with him through the town of Roseau and down the long deserted street on the south of the market-place; at the end we turned sharp to the left, and so struck the remains of the old road, which is cut here sheer in the cliff's side. We wound thus up and up until at the top of the hill we came to Eggleston, the ruins of an old house, in the midst of what was once a garden but now is a wilderness, where many roses were still trailing about, and whence there was a fine view over the centre of the island.

In size Dominica is about as large as the Isle of Man, or half as large again as Barbados, but its character is totally different. At present the greater portion of the island is in an unreclaimed and wild condition; not more than a fifth of the available land is under cultivation. Sugar, cacao, spices, fruit, grow prolifically in valleys which are for the most part near the coast but isolated from one another by densely wooded tracts of country. The forests contain much valuable timber; and there are several extensive level and fertile tracts which, when cleared, would become valuable for agricultural purposes, and are well suited for large sugar factories. But before this can be done some sort of immigration is absolutely necessary. The bad cultivation of all the present estates is due to the unsteadiness of the negro labour supply. The mountains bordering the sea round the whole island were at one time covered with plantations of coffee, of which from two to five million lbs. per year used to be raised. But about thirty years ago there appeared on the trees a blight which has completely ruined these properties; not much more coffee is now produced than suffices for consumption by the inhabitants. The cultivation is, however now at last reviving. In no island more than Dominica is the contrast of what it must once have been with what it is now, more clear. In all directions inland run these roads, cut in the mountain side with much labour, and of more than sufficient breadth for wheeled vehicles to pass; no wheeled cart even exists in the island now, and we passed along miles of these roads overgrown with jungle and creepers, and with just a path for one negro or one pony. It is on the heads of negroes that most of the traffic is carried now from one part of the island to another. Good roads are the greatest want of Dominica. In olden days a very simple and to the public inexpensive procedure existed for their up-keep. There was a road leading to every plantation, and each proprietor of land was bound to maintain it from one end of his estate to the other. The roads have to be carried over a country which is usually mountainous, rocky or thickly wooded, and when they follow the bottom of the valleys they are liable also to be swept by the heavy floods and mountain torrents; so that it is more expensive to keep up a road in Dominica than in any other West Indian island. On the hills, in more than one place, we came across the ruins of other planters' houses in fine positions similar to Eggleston. We are glad to hear that the cacao cultivation is flourishing here as in Grenada. The cacao exports have rapidly increased to about three-quarter-million lbs. a year; land can be

purchased at about 20*s.* an acre, in lots of not less than forty acres. The cacao fetches 37*s.* 6*d.* per lb., and most small proprietors raise more than 100 lbs. Most of the estates on which it is grown in this island are small, consisting of not more than fifty or sixty acres, and many of these are in the hands of negro proprietors. Much Crown land that might be cultivated still remains untouched. We worked round the hill towards the south until we came upon a lovely little residence, in a valley opening to the sea, called Badinoch, which Sir Henry Irving, when he was governor of Antigua, intended to make his summer residence. The house is one-storied, entirely of wood, with deep verandahs all round it that open into a garden, which forms a platform over the valley below. Two valleys here intersect, in each there is a stream of water—which never fails to run the whole year through—brawling over its stony bed. Down to these from the house through the wood run many paths zig-zagging here and there on the hill-side, and everywhere about there are many specimens of curious flowers and shrubs, which the former occupant had acclimatised. Towering above the house rise the old cocoa-nut palms, up one of which an old negro, left in charge of the now deserted house, climbed, and tumbled us down some green nuts for a morning draught. In front of the house is a piece of green sward surrounded with bread-fruit trees and glossy-leaved shrubs resembling camelias. A little hill rises to the west of this, covered with larger trees, on the top of which used to stand a summer-house looking out to sea. We rode back to the town, along the shore, a twenty minutes' ride, and then up the old tumble-down street and across the little cricket green, in the centre of the town, and then down through another street, on either side of which were gardens full of flowers and trees, each group round its villa, most of which, though pretty, sadly wanted repair, and so up to the Roman Catholic Cathedral, which has a fine stone front built in the Italian style. The three bells were clanging for service. Into it we went, and found two or three pleasant French priests; more Irish priests are coming to the island instead of French, and an Irishman has just been appointed as the new Bishop. More than nine-tenths of the negroes in the island are Roman Catholics. There are a few Wesleyans, and one congregation only of the Church of England. According to the last report of the Inspector of Schools for the Leeward Islands—(Mr. Drinkwater, who is here now and was on board this morning)—the state of education in the island, though very bad is improving; not more than six per cent. of the popu-

lation can read or write. There are numbers of children in the inland districts growing up in idleness and ignorance, the parents of every vice. Their fathers and mothers have found the temptation of squatting on the abandoned coffee plantations and Crown lands irresistible, and in woods free from any poisonous reptile, filled with mountain cabbage trees and wild yams, and abounding with wild animals and birds suitable for food. In the neighbouring Danish Islands there is a compulsory free education, and training in field labour at certain hours, but either of these would be difficult to carry out in Dominica, as roads across the mountains are so bad.

After leaving the cathedral we came off to the ship in time for breakfast-lunch. Some of the officers went fishing in the mountain streams and had very good sport, taking chiefly mullet, similar to those which they had before caught when fishing in the mountain streams of Martinique.

Feb. 27th.—Capital bathing from the ship's side in the morning. After school finished our letters for the mail, which left early in the afternoon, but required the letters an hour before starting.

Before we left Denmark, last September, Admiral Irminger told us that he thought we should find Dominica the fairest of all the West Indian islands, and his words were true. True also did we find those of Mr. Kingsley, telling of the size, and the endless variety of form and colour of its vegetation, which is "of every conceivable green, or rather of hues ranging from pale yellow through all greens into cobalt blue; and as the wind stirs the leaves and sweeps the lights and shadows over hill and glen, all is ever-changing, iridescent, like a peacock's neck; till the whole island from peak to shore seems some glorious jewel—an emerald with tints of sapphire and topaz, hanging between blue sea and white surf below, and blue sky and white cloud above."—*At Last*, p. 42. And so too we found those of Mr. Tennyson:

> "The mountain wooded to the peak, the lawns
> And winding glades high up like ways to Heaven,
> The slender coco's drooping crown of plumes,
> The lightning flash of insect and of bird,
> The lustre of the long convolvuluses
> That coiled around the stately stems, and ran
> Even to the limit of the land, the glows
> And glories of the broad belt of the world—
> All these we saw, . . . and heard
> The league-long roller thundering on the reef,
> The moving whisper of huge trees that branch'd
> And blossom'd in the zenith, or the sweep
> Of some precipitous rivulet to the wave."—*Enoch Arden.*

Feb. 28th.—At 4 A.M. left the ship by moon and starlight, landed and found our way up to the President's, where Doctor Nicholls met us and pioneered us on ponies up the Laudat valley, beside its roaring stream. As the valley runs nearly due east we had what little wind there was in our faces before the day dawned right ahead. Reached Laudat about 8 A.M. The road to this place is just such another as we saw the other morning, a mere bridle path on what was once a broad carriage road cut in the cliff-side, but now overgrown. We had breakfast in a negro hut which stands on the edge of the flat table-land of this village; the bread and coffee other negroes had carried up for us on their heads from Roseau. Then started again, and this time along a much rougher path that led straight through the jungle to Ajoupa, where, in the bed of the stream, a hut had been made of bamboos and green boughs. Here we left the ponies and clambered on for another hour and a half, up through a tangle of forest and jungle, and over ledges of rock and cliff to the summit and highest point in the island, Morne Diablotin, 5,314 feet high, nearly a thousand feet higher than the highest point in Great Britain, Ben Nevis. On one side we looked down over the country as on an outspread map. Mountains stretch away beyond mountains covered with the luxuriant vegetation of the tropics, and with their sides brilliantly lighted up by the rays of the sun, in strong contrast with the dark masses of shadow thrown on the deep ravines beyond. These valleys and ravines are all covered with extensive forests of valuable timber trees; we hear there are nearly 200 sorts in Dominica. Amongst these is the locust-tree (which resembles mahogany but is much harder); the yellow satinwood; the mastic (often six feet in diameter and one of the most valuable); the cedar; the coccalaba (which becomes hardened by age so that tools can scarcely work it); black and white ironwood; and the gommier, the largest and loftiest tree the island produces—nearly all the canoes in Dominica are made of this wood, the white resin that exudes from its trunk is much used for torches, and in the Catholic churches as incense. Of all these the growth is hurried on with extraordinary rapidity by the heat and light, and continual supply of moisture—(the rainfall here is seventy-two inches in the year)—but decay is equally rapid. The destructive process that is in operation goes on with an energy and activity unknown in temperate climates. Nature, in these islands assumes her most terrible as well as her most beautiful forms, for what visitations can be more appalling than the hurricane,

the earthquake, and the volcanic eruptions, whose continual attacks leave only desolation and ruin behind. The trees of the woods for the last half mile had been thickly covered with ash and cinders and grey powdered mud, until on arriving at the edge of the ledge we found them all bleached white. We looked out over and down into the great basin, seven square miles in extent, which was fringed with nothing but bleached stumps and bare boughs of trees. In several places we saw the smoke still curling up from the spot where the boiling lake had been, whose waters had been ejected by the late eruption and had wrought all this terrible destruction. Evidently the sides of the hill have, since the eruption two months ago, slid down and blocked up the lake. Here there was more smoke curling up from the sulphur springs to which we clambered down over what seemed like white marl, and found the temperature of the water 212°. It was very hot indeed climbing back again in the noonday sun up these bare white and muddy cliffs. On arriving at the top we sat down on the ledge a while, and chatted with our negro guides, and then went down into the woods again to the hut at Ajoupa; where we were very glad to rest and get some cool lime-drinks. We afterwards trotted back to town. The same afternoon another party rode out with the President to the sulphur springs, on the west side of the island. During the late eruption the whole sky was darkened as by a cloud, and the people on coming out of church found all the houses and gardens in Roseau covered for a couple of inches with the thick grey dust that was showered upon them. This afternoon a sloop went ashore to the north of the town; the captain sent a party away, with the first lieutenant, to try and get her off, but the party returned that evening without succeeding.

Feb. 29th.—A quiet day on board. Roman Catholics to early mass ashore, and our own services as usual.

March 1st.—Port-watch again away, and before the dinner-hour had succeeded in getting the sloop afloat. In the afternoon the ship's company had a cricket match on the green, ashore, starboard-*versus* port-watch. Each side had two innings, but the match ended in a draw. In the president's garden there is a capital lawn-tennis ground, a level piece of grass under palms and mango trees, and of this, during our stay, the officers of the ship have made free use. The President came off and dined in the evening.

[The Leeward, or Northern group of the Antilles, consists of the five presidencies of Dominica, Montserrat, Nevis with St. Kitts,

Antigua, and the Virgin Islands. These were formed into one Federal colony in 1871, under one Governor, who resides at Antigua, the most important, though Dominica is the largest, of the group. They had previously all been united under a common legislature as far back as the reign of William and Mary, but the union was dissolved in 1798. In 1832, Sir William Colebrook attempted to revive it. The present federation is merely a restoration of the old system of Government, with this exception, that under the first the members of the Federal Council were elected directly by the rate-payers, whereas now they are merely delegates from the several local legislatures. The five presidencies contain in all a population of 120,000; their united revenue is not equal to that of Barbados. The neighbourhood of the French islands of Martinique and Guadeloupe leads to much smuggling; as large an amount of goods are annually smuggled into these islands by the French as pay duty. Each Presidency has its own tariff fixed by its own island legislature, whose functions after all are more municipal than anything else. In Dominica it consists of fourteen members (seven of whom are nominees of the Crown, and seven elected by all rate-payers of over 25*s.* a year). The Federal or General Legislature is elected for three years, and meets once a year at Antigua. It consists of ten elected and ten members nominated by the Crown. Of these latter, however, six must be taken, one from each of the island legislatures. The other ten are elected, four by the island legislature of Antigua, four by that of St. Kitts and Nevis, two by that of Dominica. As the same men generally sit in both the island and general legislatures, it would much simplify matters if there was one central legislature to perform all the duties that now pertain to five small centres; and really the functions of each president could very well be performed by a resident magistrate in each island. All expenses of the federal colony of the Leeward Islands are apportioned into sixteen parts, of which five are borne by Antigua, four by St. Kitts, three by Dominica, two by Nevis, one by Montserrat, and one by the Virgin Islands.

It was distinctly provided and contemplated in the British Act of Parliament of 1871 constituting this federal union, that its operations should be extended to any other of the West Indian islands that may desire it. This beginning of federal union, (as well as that other of the Windward or Southern Antilles group,) will develop shortly, it is to be hoped, into a larger union that shall embrace all the British West Indies alike. The political isolation

of the past, and the difficulty of communication before the days of steam and telegraphs, have given rise to altogether erroneous impressions that the islands differ radically from each other in circumstances and needs. As a matter of fact they are all peopled by agricultural negro communities, they all produce similar articles for export, and are all capable of growing sufficient food for local consumption. The character of the population is practically the same in all, there being from 2 to 9 per cent. white, from 15 to 20 coloured or cross breeds, and from 83 to 71 per cent. negro and Indian coolie residents in each. The various islands are, it is true, in different stages of development, but this is a distinction that affects their domestic but not their common policies. Under a Federal Government the local legislatures of each group would still exist for dealing with local peculiarities. It would be highly desirable and consonant to the interests of all concerned that there should be one Governor-in-chief for the "United Islands," of whose appointment it should be a *sine quâ non* that he should visit each island in turn and reside there a sufficient length of time to see things for himself. Such personal knowledge and attention would be necessary in order that each island might obtain the full benefits of his greater experience and ability, and in many cases his visits to the smaller islands especially had better be unexpected.

There should be one judicial system for the United British West Indies, one civil service, one system of customs duties, one of telegraphic and postage communications; one federal legislature for the whole, which, while leaving the local liberties of the flourishing colonies of Barbados and Trinidad untouched, would conduce to raise the less flourishing and smaller islands to the same level of prosperity. As a united body the British West Indian Islands will be able to do more for one another and for the common good than they can possibly achieve while isolated. Economy of time and of labour and of expenditure would be thus insured. The question of labour supply and immigration is one which alone would justify union. Such federal union would not only benefit themselves but the British Empire at large; for by concerted action whole village communities from the East might be translated from starvation to affluence on the waste lands of what are now impoverished islands.]

March 2nd.—We were to have started before dawn for a ride ashore, but were detained by the chief member of the party, who was sleepy, and thought it was going to rain, so did not start till 8 A.M., when we found Mr. Eldridge had been up and

waiting two hours for us. Mounted and rode through the tumble-down street out to Belle Vue, where we forded the stream and turned up the valley inland. After crossing some sugar-cane fields and passing underneath some very tall and old palm-trees we arrived at the remains of an old sugar-mill. From this point we struck up the hill-side once more inland; the path led by some magnificent tree-ferns, or rather fern-trees, over thirty feet high, that were growing in the gullies. We gradually mounted the ridge, and at the top came upon another ruined planter's house on what would be a fine site for a sanatorium. We descended from here by a very rough path through the woods to Champs Elysées, dismounting in one place to catch a large brown land-crab which scuttled across the path; we then tied his claws with string and brought him home on the saddle-bow. These crabs live in orderly societies in their retreats in the mountains, and regularly once a year march down in a body to the sea-side to spawn. They start in April or May, and are sometimes three months reaching the shore —which is three or four miles at least from where we caught ours. Directly the crab reaches the sea it eagerly goes to the water that the waves may wash off the spawn. The eggs are hatched under the sand, and the old parents remain till the young are old enough to march, when they set off and lead them up to their haunts in the hills. In August they begin to fatten and prepare for moulting, fitting up their burrows with dry leaves and other materials. They close the entrance and remain inactive until they get rid of the old shell and are provided with a new one. Next we found a lot of red raspberries growing wild, which must be the remains of another planter's garden. At last we came out on to the beach, along which we made our way back to Roseau, where the waves rolling in and the sound of the backward draw of the surf over the pebbles, and in one place a good climb over some slippery rocks, round a promontory of cliff that projects into the sea, reminded us much of England. We got on board to breakfast-lunch. In the evening, after the supper hour, landed small-arm companies, marines and bluejackets, with field and Gatling guns, for battalion drill, on the green in the centre of the town, up to which they marched from the landing-place with band playing, much to the delight of the negro people. There came to dine that evening Judge Pemberton, and Mr. Faille, magistrate, member of the island and also of the Federal legislature, and Messrs. Stedman and Macintyre, merchants and members of the island legislature.

March 3rd.—In the afternoon some went to play lawn-tennis at the president's, and others to the cricket match which our eleven played against the Dominican Club. *Bacchante* 154 and the Dominicans thirty-four. Mail arrived from England in the evening, fourteen days out. Telegraphed to Prince Waldemar at St. Thomas, that we hoped to come on there to him.

The fishing here is the best we have met with hitherto at any of the islands; the streams for one thing are larger, and so are the trout, many of them are over a pound each, and with fair luck four dozen were taken to one rod in a day. The woods too are full of wood pigeon, wild parrots and other birds.

March 4th.—Landed at 7 A.M. for our last morning ride, which was again up the Laudat valley, but this time to the sulphur springs. It was a showery morning with fitful gleams of sunshine. We leave the regular road and turn up through a large plantation of lime-trees which, though newly introduced, give promise of flourishing amazingly. Last year lime juice, cacao, and bay leaves made up one quarter of the total exports of the island. Dr. Imray has also introduced, with great success, the Liberian coffee, which, as the leaves are thicker than the ordinary coffee, does not take the blight so readily; this also promises to be another success for the island. At a ruined sugar-mill we had some fresh cocoa-nuts, and soon afterwards came in sight of the steam which was seen curiously curling up from the river bed over the trees ahead; it does not apparently injure the vegetation. Arrived here we dismounted, and walked up the bed of the stream, at a place where it broadens out, until we came under some dark brown rocks which overhang it on the left-hand side. Here we heard the continuous and sonorous bubble-bubble of the water boiling below before it comes to the surface. The rocks were quite hot to the hand (though perfectly shaded from the sun by the thick trees overhead); and were covered with a sort of green slime and sulphurous deposit, and the water was at boiling point. We visited three of the springs, one under the rocks, another in the broad bed of the stream, and a third about twenty feet or so higher up. The whole of the cliff in this part of the valley is evidently undermined by volcanic action, and may be expected at some period to collapse. We returned and got off to the ship before noon, and were to have sailed the same afternoon, but as there was no wind we had to give it up. We have stayed at Dominica longer than was at first intended, on account of the yellow fever, which is prevalent, though

mild, at Antigua and St. Kitts, and therefore this is the only one of the Leeward group which we are able to visit.

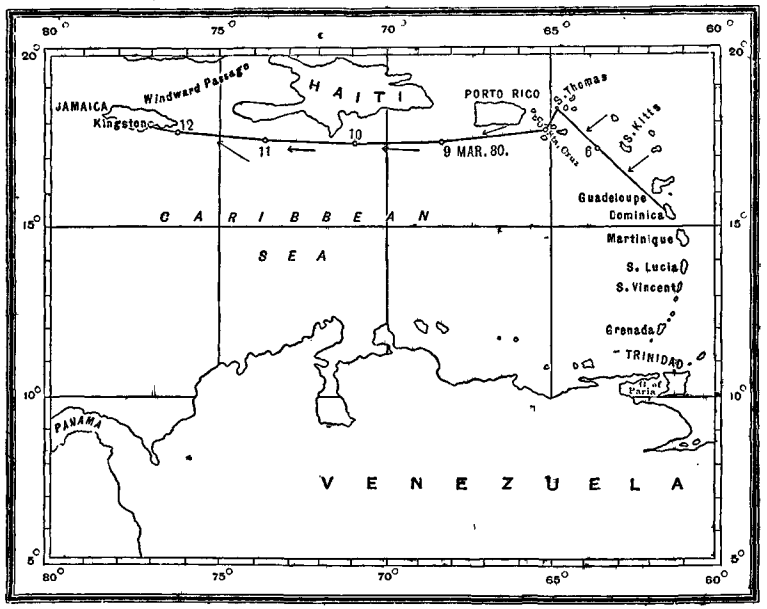
According to the original programme for the *Bacchante's* cruise we were to have run down from the Leeward Islands, with the trade on our port beam, to La Guayra and Caraccas, and thence, by Dutch Curaçoa, turned and sailed up with the trade on our starboard beam for Jamaica and Cuba. We longed to see that huge cliffed and wooded paradise, haunted as it would be with the memories of Rose Salterne and Frank Leigh. But this too had to be given up on account of the disturbed state of the Venezuelan Republic, some members of the Government having just "stuck up" the chief bank in the place. So, having got on board our few curios —some large flying beetles as big as birds, with huge horns, and great stuffed frogs six inches long (the flesh off their hind-legs is as white and tender as that off the wing of a chicken)—we patiently wait here till we can get away under sail. We are becalmed just as Rodney was under the lee of the highlands of Dominica, which shut off the trade wind that we can see ruffling the surface of the water a few miles to the north, if only we could crawl up to it.

March 5th.—At 9.30 A.M. weighed under sail, but the weather being very wet with scarcely a breath of wind, we got no way on the ship till noon. There came round the ship many of the same sort of canoes as those we had seen at St. Vincent, each hollowed out of one block of wood, with two boards sometimes built on as a gunwale; they are very light and rock about a good deal, and look as if they would capsize, but apparently are buoyant. Towards evening the weather cleared up and we saw Guadeloupe on the starboard beam.

March 6th.—Saw the three peaks of Montserrat in the distance, and the single peak of St. Kitts closer to us. It is said to resemble, at least it did to Columbus, his patron saint, the giant St. Christopher, with the infant Christ on his shoulder. We sighted Nevis on the starboard beam, 3,500 feet high, where Captain Horatio Nelson, on 11th March, 1787, then senior captain on this station in H.M.S. *Boreas*, married Mrs. Frances Herbert Nisbet and spent his honeymoon. She was the niece of Mr. Herbert the Governor of Nevis, but had been left a widow by Dr. Nisbet at the age of eighteen, with a little lad three years old, who lived afterwards to save Nelson's life as a young officer at Teneriffe (p. 41). The Duke of Clarence, who was then on the station, gave the bride away; the *Boreas* returned to

England later in the year, and Nelson took his wife down to his father's Norfolk parsonage. He was at this time twenty-nine

DOMINICA TO ST. THOMAS AND JAMAICA.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Mar.					N.	W.				
5	N.W.	2	...	N.E. 1·2	15·18	61·25	77°	76°	76°	75°
6	N. 47 W.	168	...	N.E. 4·6	17·12	63·33	76	76	77	76
7S	...	93	...	N.E. by E. 5·6	...	...	76	74	76	76
8	S.W. ¼ S	36	...	N.E. 4·5	17·52	65·22	75	75	78	75
9	S. 82 W.	173	...	E.N.E. 5·6	17·29	68·21	75	76	78	77
10	S. 88 W.	143	...	E. 5·6	17·27	70·50	76	77	78	76
11	N. 88 W.	163	...	E. 5·8·6	17·30	73·41	78	77	78	77
12	N. 85 W.	152	...	E.S.E. 4	17·51	76·15	78	77	80	79
		10	26							
		940	26							

Total distance..... 966 miles.

years of age, but had been twice in love before, once with a Canadian lady in 1782, and once with a clergyman's daughter at Paris in the

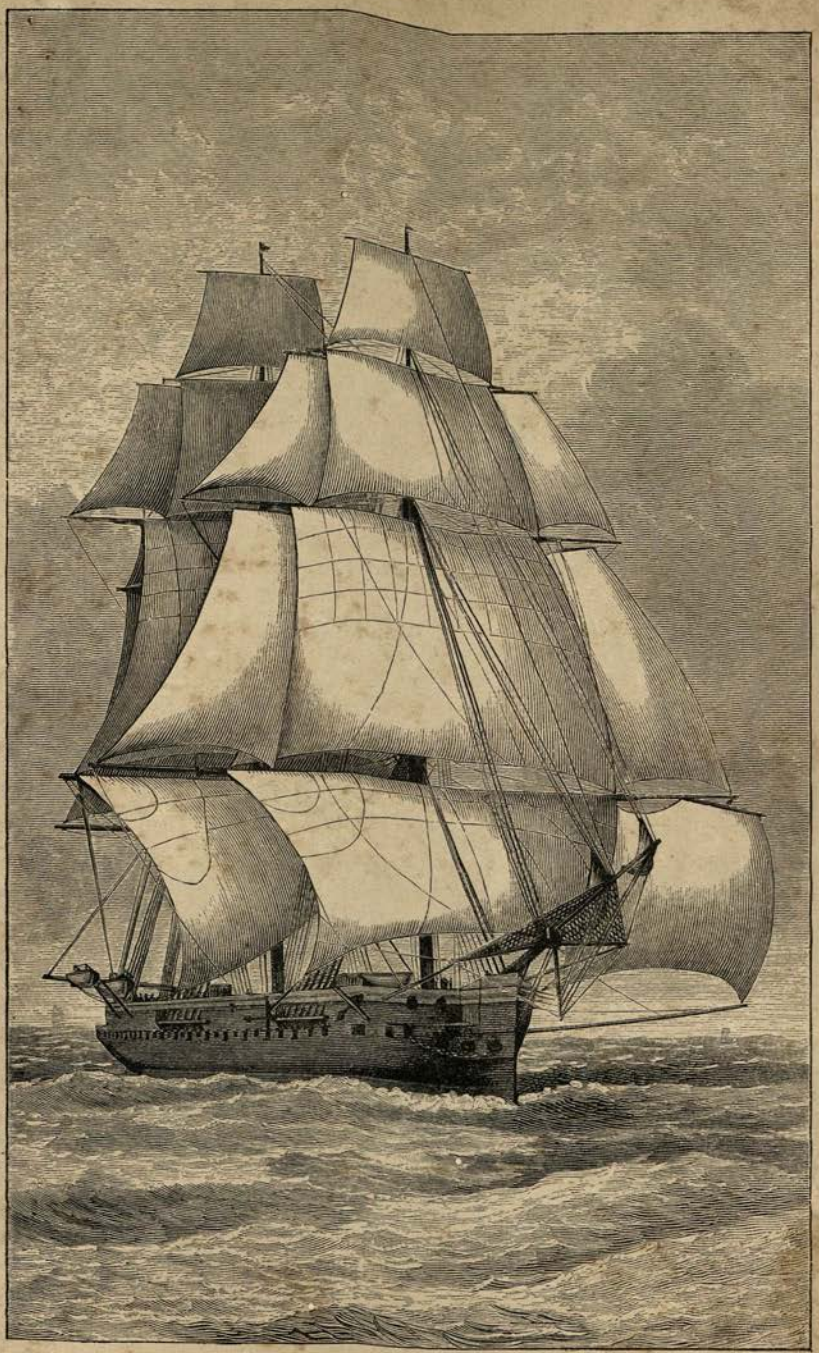
following year. He had already served at the North Pole as well as in the East Indies, and in a former commission as lieutenant in these West Indies, from 1777 to 1781. During the forenoon we passed over the Saba bank where we saw the bottom clearly—white sand and coral—at nine fathoms. By noon we had run 168 miles. At 5.15 P.M. observed Sainte Croix on the port bow, and at 11.30 P.M. sighted St. Thomas's light.

March 7th.—Shortly after 2 A.M. came to in nine fathoms outside the harbour of St. Thomas—one of the fifty islands called "Virgin" by Columbus, after St. Ursula and her companions. He sighted them on his second voyage, 1493; they were held by Dutch and English buccaneers till settled by Danes in 1672. The Danish islands surrendered to the English in 1801 and again in 1807, but were restored in 1815. Saw the sun rise over this bare-looking island. The bright little town of Charlotte Amalia (so named after the Danish queen) stands at the head of the bay, straggling up the hills at its back; the houses have white walls and green blinds, and red-shingle roofs; some are in gardens. The ships and mail steamers are anchored in front of it, and the bowsprit of the *Dagmar* just shows from behind one island on the port hand. The bay has evidently been the crater of an extinct volcano, and we are looking into it from the outside through the gap where the sides of the crater gave way and admitted the sea. The Dannebrog is flying over the Government House and fort, and fluttering too from the many flagstaffs, one of which, just as in Denmark, every house seems to possess. At 8 A.M. we too hoist the Danish flag to our main masthead, and salute the white cross on the crimson ground with twenty-one guns. After church Prince Waldemar and Captain Brün came off to the *Bacchante*, and after going all over the ship took us both back to the *Dagmar*, where we spent the day but did not land. In the evening Prince Waldemar with Captain Brün and Lieutenant Ebers dined on board the *Bacchante*, and there was some talk of his going with us to Jamaica, but the difficulty was in his rejoining the Danish corvette here, as he would arrive in that island too late for the returning mail steamer, and the *Bacchante* was to proceed from thence to Bermuda.

March 8th.—At daylight (6.30 A.M.), weighed and proceeded under sail, shaping course south-west by south, the wind being well from the east, so that we were able to set port stunsails. Running before the trade we make between six and seven knots, and pass the other Danish island of Sainte Croix away in the distance on the port

beam (purchased by the Danes from the French for 75,000*l.*); the two towns on the island are named after their twin kings, who always reign alternately—Frederickstadt and Christianstadt. After we got clear of St. Thomas's on the starboard hand (which has quite a different appearance to any other West Indian island we have seen yet, being apparently unwooded, bare and unfruitful), we came upon little Crab Island, and then sailed during the morning on past the long Spanish island of Porto Rico. The social and economical history of this island is peculiar. It is a good deal smaller than Jamaica, but it contains no fewer than 650,000 inhabitants, whereas Jamaica contains only 560,000. The majority are people of colour, that is a mixture of Spanish and Indian blood; and instead of being planters carry on a thriving pastoral business, and pass for a hardy, dexterous, though not very industrious class, dwelling among their flocks and herds like the Boers of the Cape. The island has also a very fair export trade in sugar and coffee. It was off here that Sir John Hawkins, and it was not far from here, off Porto Bello, that Sir Francis Drake, each breathed forth their manly spirits; and beneath these waves sank to rest all that was mortal of those two noble sons of Devon, far from home, it is true, but in the very centre of that new world that had fired their ambition, and still in quest of honour and of wealth for themselves and Queen. At St. Domingo too, close by, by a curious coincidence, the body of the great navigator Columbus was buried in 1506 in the cathedral at St. Domingo, where his ashes were re-discovered in 1877.

March 9th.—At five A.M. watched out of the stern ports the sun rise; first there was an orange tinge over the whole sky in the east, and then the new moon rose, apparently going to join Venus, which was the star shining just above; then this orange colour faded all quite away, and just before the sun rose the sky seemed dead grey again: at last up burst the king in all his glory from the sea. The coast of Porto Rico, sixty miles distant from Haiti, was still visible in the distance for half an hour after dawn. Reading Hazard's *Haiti* all day while not in school as we run along under its southern coast, which is 400 miles long. The history of the island is about as sad as that of any of the West Indies. "Haiti" is the old Carib for "mountainous country." There were over three million Caribs in the island when Columbus named it "Little Spain" in his first voyage, 1492; and on its northern shore was established the first



H.M.S. BACCHANTE UNDER ALL POSSIBLE SAIL. Vol. i. p. 148.

Spanish colony in the new world. In thirty years the Spaniards by incredible cruelties had exterminated them all; and as America became known withdrew to richer fields, leaving Haiti almost depopulated. Spain began to import negroes in 1525 to take the place of the Caribs as labourers. The whole island is about the size of Scotland or Ceylon. The eastern half remained Spanish, and from Hispaniola was re-named San Domingo; the western half was taken by the French in 1665. Before the "red fool-fury of the Seine" it was a model colony; at that time a third of the whole commerce of France was with Haiti; France was drawing as much wealth from the eastern half of this single island as England drew from India, or Spain from Mexico and Peru; but at the Revolution in 1790 it became the scene of frightful anarchy and bloodshed, and such has it been more or less ever since, torn by contending parties, an example of self-government by the free and independent negro, sunk in misery, cannibalism and superstition of the most sensual and degrading character. Yet it might be so different—in all the wide world there is not a country more suited to agriculture than Haiti; the natural products are almost unlimited; mahogany and logwood forests cover the hills; minerals abound, but none are worked. The theories of Liberty, Fraternity, and Equality, a heaven-sent gospel in themselves, have in the way they have here been applied and carried out, turned a Paradise of God and "the cradle of the new world" into an Augean stable, and a very hell upon earth. In the afternoon got up parallel bars for gymnastic exercises.

March 10th.—Wedding-day of the Prince and Princess of Wales. What a wonderful thing this trade wind is; over the blue sea it comes unceasingly without a check or pause by day or night, and we have been running steadily along under all possible sail ever since we left St. Thomas's, and making between six and seven knots. At 2 P.M. the high and mist-covered hills of the southern part of Haiti are on our starboard beam, and at 4.30 P.M. we passed Alta Vela, which, as far as we can see, is not a bit like a ship under sail, unless it be a sort of felucca as seen from the east; the island, the southernmost point of Haiti, consists of bare rocks with apparently some houses on the north side. The cliffs of San Domingo that approach it look also bare and desolate.

March 12th.—This running along under a bright sun is the very perfection of sailing. Saw a lot of flying-fish and came in sight of Morant lighthouse, the easternmost point of Jamaica, about 10 A.M.,

and soon afterwards passed H.M.S. *Northampton* (Captain John A. Fisher), and saluted the flag of Vice-Admiral Sir L. McClintock with fifteen guns and lowered the royals: he is proceeding to Bermuda. The flagship being painted white looks far shorter than she really is. Passed Morant Bay at 1 P.M. and observed H.M. schooner *Sparrow-hawk*, lying at anchor there. All the afternoon had splendid view of the Blue Mountains, (the highlands of Jamaica 7,000 feet in height and the backbone of the island,) as we sail along its southern shore. Columbus first saw them 3rd May, 1494, on his second voyage out here: he took possession of Jamaica, but for eight years afterwards no European set foot thereon. When he came again on his fourth and last voyage to the Indies, by foretelling an eclipse of the sun he easily reduced the natives to submission. They were a gentle race, sunburnt, brown, tall, well-proportioned, but were gradually exterminated by the Spaniards, being slowly roasted alive, and tortured in every imaginable way. Las Casas describes what he saw; 60,000 had perished in sixty years and the worthy man proposed to import blacks from Africa in order to relieve the wretched Indians from their bondage.

At 3.15 P.M. down screw, and at 4 P.M. commenced steaming. At 6 P.M. shortened and furled sails. Just before sunset we saluted the flag of the Commodore, Hon. W. J. Ward, which we could just distinguish on board the *Urgent*, over and beyond the sandy spit of Port Royal. Here and there on this barren sandy spit are great bushes of prickly pear and other cacti, covering large spaces of the bank with their impenetrable spines, and in a few spots wave groups of graceful cocoa-nut palms; all along the high-water line on the beach lie heaps of sea-weeds drying in the sun, and fan corals. It looks a desolate spot enough. We steal up to this through the kays or black reefs, over which the waves are lazily breaking; we round its western end and find here H.M. ships *Tourmaline* (Captain R. Dennistoun), *Druid* (Captain W. R. Kennedy), *Tamar* (Captain Liddell), *Fantôme* (Commander W. C. Karslake), *Plover* (Commander H. B. Stewart). Boom goes the gun from the *Urgent*, telling that the sun's rim has just disappeared beneath the horizon, crack goes the rifle of the sentry on the forecastle of each man-of-war in response, and, ere the last notes of the buglers have died away, down from each ship's peak descends for the night the White Ensign and St. George's Cross, their folds hauled on the deck by the signalman on duty. We were

to have picked up No. 1 buoy, which the *Northampton* had just vacated, but not liking to lower one of the freshly-painted boats, sent the men down on to the buoy over the bows of the ship; they had some difficulty in making fast. At the same time the chief engineer coming up from the engine-room reported that the starting gear had gone wrong and that he could not go either ahead or astern as required (and it had been now a few turns astern, now a few turns ahead for the last fifteen minutes), so ultimately had to give up making fast for this night; let go an anchor at 8 P.M., dusk having thrown a kind veil over our surroundings and proceedings.

AT JAMAICA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
		°	°	°	°
Mar.					
13	E.S.E. 5	78	77	82	80
14S.	S.E. 5·6	78	77	83	80
15	S.E. 3·5	78	78	79	80
16	S.E. 3·2	78	78	81	79
17	S.E. 3·6	78	78	79	79
18	S.E. 3·4	79	79	79	78
19	S.E. 3·4	79	79	79	79
20	S.E. 3·4	78	78	81	81
21S.	Variable 1·2	78	78	81	80

March 13th.—Weighed anchor and secured to No. 1 buoy off Port Royal. H.M. tender *Tyrian* went up to Kingston, taking the commodore and the captain, with Mr. Musgrave (the governor's private secretary) and Mr. Walker (the colonial secretary), to call on Mr. Newton (the acting governor). They returned in the evening to Port Royal.

Kingston, only nine miles south-east of Spanish Town, stands on the north side of its land-locked bay, which is about six miles long and two wide (it is five miles south-west from Kingston to Port Royal), up and down which rush many small sailing boats, with their high cotton sails, from the town, to trade with the Queen's ships lying here. They heel over to the land or sea breeze; if the breeze is stiff the negroes call it "a three-man breeze," if moderate only "a two-man breeze," from the number of the negro crew required to sit out on the weather gunwale to prevent capsizing. A narrow, slightly

elevated spit of land nine miles in length, never more than a few hundred yards broad, called the "Palisades," runs east and west, nearly parallel with the coast line, acting as a sort of breakwater. At the western end, where it widens out, stands Port Royal.

Jamaica is distant 4,000 miles almost due south-west from England; the mail, which goes twice a month, makes the passage on an average in seventeen days. The island is 160 miles long and 50 broad—about one-ninth the size of Cuba and one quarter that of Haiti, or about two-thirds that of Wales. During the height of its prosperity never more than two-fifths were under cultivation. It was sighted first on its north side near Dry Harbour, by Columbus in his second voyage, May, 1494, on coming eastwards from Cuba. Spanish Town was not founded till 1525; it was taken by the English in 1596, but restored to Spain; again taken in 1635, and again given up. The continual hostility of the Spaniards to all other Europeans in the West Indies, and the relentless cruelty which accompanied their dominion, together with the enormous advantages which English planters were reaping in Barbados (where they were making more than fifty per cent. on their capital at that time) induced Cromwell to resolve upon a bold stroke which was worthy of his statesmanship. This was the conquest of St. Domingo (Haiti), then the most valuable of the Antilles. Most of it was in the possession of the Spaniards, though the French buccaneers had settlements in the west of the island. Cromwell sent out an expedition of 10,000 men under Admiral Penn and General Venables; but they were repulsed by the Spaniards. Unwilling however to return to England they attacked Jamaica before its inhabitants had heard the news of their defeat. It was at that time in a poor condition; but within a hundred years after the English took it it became one of the richest places in the world. They rounded Cagway Point May the 10th, 1655; from that day to this it has remained English. The Spaniards had held the island 160 years, during which time the principal product of the island was cacao. The troops who had won it were soon joined by settlers from home, for Cromwell was bent on colonising Jamaica; and to encourage its trade issued a proclamation, in 1655, that all goods should be transported to the island duty free for seven years; and that no tax should be placed on colonial productions for ten years. In 1656 Irish and Scotch "idle, masterless persons, robbers, vagabonds, male and female," were, by Cromwell's orders, gathered together and as labourers sent

thither. The great Protector died, however, without sanctioning the importation of negroes. Point Cagway, as it was called by the English, was a corruption of Spanish Caguaya, which in its turn was a representation of a former Indian name. It became in the disorganised condition of the Indies the mercantile depot of the west, the chief place of resort for privateers, the grand treasure-house of their prizes and plunder; here the buccaneer of whatever nationality he might be was welcomed by the English as an enemy of the Spaniard. Charles II. was proclaimed king here on the 29th May, 1661, and the place thenceforth was called Port Royal, and two forts were erected, named from him and his brother, Fort Charles and Fort James. On the latter the date 1670 still stands; the former was submerged in the earthquake. The Duke of York had the exclusive right to import 3,000 negroes annually to the West Indies. The first "Assembly" was convened 1664; and Sir Henry Morgan, the gallant buccaneer, became governor. He had been knighted for his successful raid at Panama. The children of British subjects had the same privileges as if born within the realm; emigration was encouraged in every way and the arrival of a considerable number of Jews gave an impetus to commerce. All kinds of curious people settled on the island, who applied their best talents to gratifying the licentious passions of the freebooters, and earned a golden harvest thereby.

On the 7th of June, 1692, between eleven o'clock and noon, in three minutes, Port Royal was, with 3,000 of the people, shaken by an earthquake off its sandy spit into the sea; the assembly was sitting at the time; the sky was clear and the air serene, and the people wholly unprepared; its old site is marked by the "Church Buoy" moored over the sunken church. The survivors fled across the bay and founded Kingston; but Port Royal lifted its head again and increased. In 1702 came the French from Haiti to plunder; Benbow beat them off. In 1703 it was destroyed by fire; and then in 1722 harried by hurricane; but it was only when, in 1815, the place was once more consumed by fire, that no further attempts were made to rebuild Port Royal as the capital.

We dined with the Commodore in the evening. He had given a general invitation to the officers of the other ships to come ashore in the evening; many availed themselves of this, and we had a pleasant time playing billiards, varied with music and singing, in the cool rooms and verandahs of the spacious Admiralty House, which possesses wide passages and plenty of doors and

windows before and behind, so that whatever breeze there is always blows through it.

March 14*th*.—Service on the upper deck. Here for the first time in our cruise we have become acquainted with the striking alternations of the land and sea breeze; all day long the trade blows in from the sea until sunset, when it lulls, and there is an absolute calm without a breath of air stirring for about one or two hours; at the end of which time the land breeze reaches us as we lie here, blowing off the island, and so continues constant and steady all night through till the following morning after divisions; then it falls and there is another lull without a breath of air, usually till about 10 A.M. This, is the most trying and overpowering heat of the day, till the sea breeze once more sets in, and holds its own till evening. This change happens almost every day with the regularity of clockwork; some days, however, the land breeze is strong enough to last on almost to noon. The cause of this land and sea breeze is, that when the sun goes down the land cools more quickly than the water; and so the air over the land becomes colder and therefore heavier than the air over the sea, which remains warmer and therefore lighter for some little time longer. Thereupon the heavier air presses out from the land and this is the "land breeze." The next morning the sun heats the land and the air hanging over it more quickly than he heats the sea and the air over that; hence, the balance is reversed, and now the air over the sea, being heavier and colder, thrusts away the warmer and lighter air over the land; and this is the "sea breeze." This explanation, of course, holds good in any warm climate where there is a great difference in the temperature between the day and night. But where, as at Jamaica for instance, the trade wind is blowing constantly day and night out at sea, when the turn of the sea breeze sets in it is strengthened and kept constant by this ever vigorous current of air which acts as a thrusting spring.

March 15*th*.—At 6.30 A.M. sailed H.M. ships *Tamar* and *Flamingo*. At 10 A.M. H.M.S. *Druid* left under sail, passing close under our stern and looking uncommonly well, for Carthagena. Captain Kennedy is very keen about the possibility of discovering a large amount of treasure which is said to be hidden away from the times of the old buccaneers in a cave in an island there or thereabouts. Many yarns have been told him by an old man who professes to have entered the cave and seen the golden coin and silver plate lying there in heaps, and who, for a consideration, has offered to show the

way. The *Bacchante* is coaling ship; from this we were able to get away at 4 P.M., and went on board H.M.S. *Urgent*, where Commander Warry showed us over the old two decker covered in with a double wooden roof to keep her decks cool. Everything seemed beautifully clean, and cool, and we enjoyed sitting in his cabin with its wide and airy old-fashioned stern ports and looking at his photos and curios. After wishing a pleasant voyage to Commander Stewart of the *Plover*, he went off to the ship and we went ashore to the recreation-room. As we did so we pulled round the *Plover*, as she was now under way with her paying-off pendant streaming astern, homeward bound for England. Met a good many officers in the bowling-alleys and large, airy billiard-rooms and verandahs there. This club has been started, not only for the convenience of officers, but chiefly for the use of the bluejackets, who have their reading-rooms, bowling-alleys, &c., instead of frequenting the horrors of Port Royal. These ought all to be swept away; Government should buy up the miserable rotten dens just outside the dockyard, burn the whole mess, and keep the ground clear ever after. General leave is never given to the men of the Queen's ships while lying at Port Royal, they always proceed round to Montigo Bay or Fort Antonio, on the north side of the island, where there is plenty of open country and the men can enjoy themselves as they list. There is a large naval hospital ashore here.

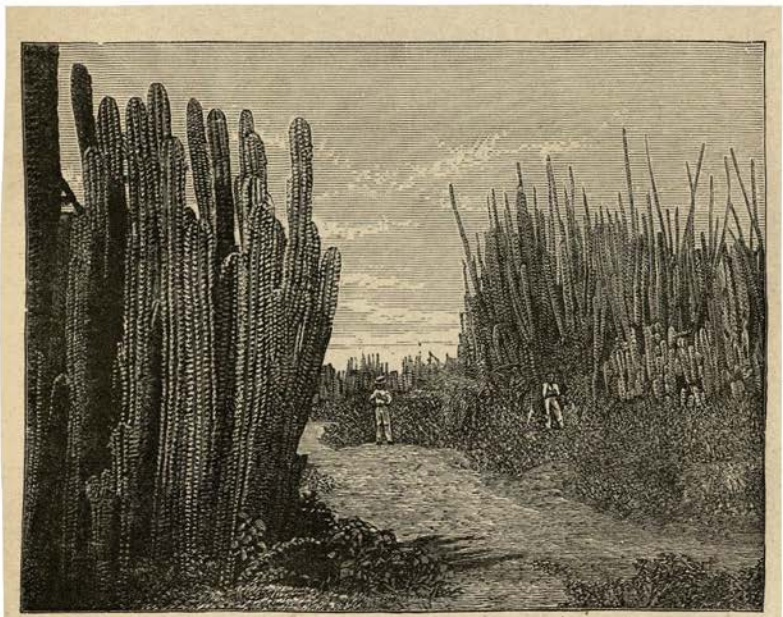
March 16th.—Still coaling ship all day till the evening, when his Excellency, the acting Governor, and Miss Newton and Miss Musgrave, the Commodore and his secretary, and Captain Dennistoun came on board and dined.

March 17th.—Left the ship with a large party in the Commodore's steam-launch, some going up to Kingston to play in the cricket match and others up to the King's House with us. We landed at 12.30 P.M. Mr. Kemble, the *custos* of Kingston, and other gentlemen met us at the steps, at the foot of the statue of Rodney, removed here from Spanish Town. Each of the fourteen parishes in Jamaica has a municipal board and a civil officer styled a "custos;" he is designated "honourable," and has the custody of the parochial records. The island is divided into three counties, Surrey at the eastern end, Middlesex in the middle, and Cornwall at the extreme western end. We drove through the town, noticing first the large new iron markets on the right. The streets were filled with negroes cheering, and waving coloured handkerchiefs, and running and jumping about in all their glossy and

grinning robustness and vigour. On either side, the pavement for foot passengers is raised some distance above the level of the road, and runs under an irregular colonnade which supports the upper story of the houses that usually project above it. They are mostly of wood ; the whole arrangement with a high wind would burn like tinder. (Kingston is periodically ravaged by conflagrations, and yet has no fire brigade, but after each visitation appeals to England for help.) We passed the red-brick church of St. Andrew, where Admiral Benbow, better known as "old Benbow," is buried under a slab of blue marble or slate on the left-hand side of the chancel near the altar rails, his coat of arms, three arrows and a bow, his crest a seagull: "Here lyeth interred the body of John Benbow, Esq., Admiral of the White, a true pattern of English courage, who lost hys life in defence of hys Queene and country, November y^e^ 4th, 1702, in the 52nd year of hys age, by a wound in hys leg received in an engagement with Mons. Du Casse, being much lamented."[1] In the churchyard lies Sir Henry Morgan, the buccaneer. Then the road leads by several old red-brick houses each of three or more stories high in Queen Anne's style, exactly like those in England of the same period except that there are no chimneys. They have often a double flight of steps up to the door. The windows with their small glass panes must be ill-adapted to the climate, and rather hot without any shade or verandah. All the streets are at right angles to each other. Those that run north and south begin at the harbour, so that one end of them is sea and the other country;

[1] The wounds were received on the 21st of August in that year, when with one ship he engaged a French squadron of five ships which threatened one of our West India islands. This action commenced on the 19th of August, when the captains of five out of the seven ships which sailed with Benbow refused to assist the Admiral, and letting their vessels drop astern left him with only one ship besides his own to fight his adversaries. All that day these two vessels, the *Breda* and the *Ruby*, maintained the unequal contest. The *Ruby* becoming disabled was sent to Jamaica to refit, and on the 21st old Benbow renewed the battle single-handed, with one ship against five. Three times in person did he board the French admiral's ship, and three times was he driven back wounded in the face and in the arm ; and, with his right leg shattered by a chance shot, he lay on deck in a cot giving his orders. When some one expressed sorrow that his leg was broken, Benbow answered, "I am sorry for it too ; but I had rather have lost them both than have seen dishonour brought upon the English nation. But, do you hear ? if another shot should take them off, behave like brave men, and fight it out." All this time the five captains remained looking on at a respectful distance in their ships. Benbow at last extricated the *Breda* and sailed to Jamaica, where the five captains were tried by court-martial, by whose sentence two of them were shot and one cashiered. Admiral Du Casse, who led the French squadron, wrote a letter to Benbow when the fight was over. "Sir," he said, "I had little hope on Monday last but to have supped in your cabin, but it pleased God to order it otherwise, and I am thankful for it. As for those cowardly captains who deserted you, hang them up ; for, by God, they deserve it.—Yours, &c., DU CASSE."

the houses are very irregular, large and small, repaired and unrepaired, being mixed up together. There are generally a few feet of space between these houses, from which acacias or palms peep out: and the crimson or purple bourgainvillea seems rather common. At the top of the street is the Central Park with a granite statue of Lord Metcalfe, erected in 1842, he being Governor at the time of the emancipation of the slaves. The road out to King's House (which used to belong to the Bishop, and stands about four miles outside the town in its own grounds) is uncommonly dusty, the



JAMAICAN CACTUS AND PINGUIN HEDGES.

dust lying on it two or three inches deep. It runs by many modern detached villas (most have green verandahs and stand in their own gardens, rich with every colour of plant and creeper), and passes between tall cactus hedges, some with great fingered stalks four or five inches in diameter, and fifteen feet high, which are in some places broken for a bit where there is a profusion of blue-flowered plumbago, and in others by what looks like two hedges of pine-apple plants without fruit. This plant is called pinguin, and appears to be a sort of cross between pine-apple and aloe. As they grow

thickly on the ground, their spiky points make a very impenetrable fence; and their long, thin, yellowish green leaves are edged with a formidable array of large prickles. When the plants get well established the leaves turn brilliant crimson near the end, while the very tip of the leaf is golden yellow. We pass many barefooted negroes, most of them women, going into town with baskets on their heads, and a peculiar jaunty gait. The erectness with which they carry themselves is due in great measure to their throwing the head and shoulders back to sustain the weight which they thus bear, often consisting of fifty-six pounds of provisions, yams, &c. How many English or Scotch women would be physically able to bear such a burden for ten or fifteen miles! They carry their shoes and put them on before entering the town for show, but for walking in the country they prefer the freedom of bare feet, just as Scotch boys do. Away inland rise the mountains, green to their summits, with lights and shadows diversified on their ravines and ridges which tower one above the other. We can see the white hut-barracks of Newcastle clustering high upon one of the hills.

Mr. Newton has arranged our rooms for us very pleasantly. He is the brother of Professor Newton, who was a great friend of Canon Kingsley's at Magdalene College at Cambridge, and who has one of the finest collection of birds in Europe. There is a beautiful verandah, broader even than that at Trinidad, round both stories of the house, shaded with sun blinds and creepers, and furnished with cane lounging-chairs and tables for writing and reading. There are no doors to any of the rooms, but small shutters of lattice work instead, which, hung on hinges on each side of the doorway, meet when closed in the middle, and hook. The shutters are each about three feet deep, and thus leave the broad space of the doorway both above and below them absolutely free and open for the current of air. All the floors and furniture are of the dark unpolished native mahogany. It is much cooler here than on board ship. Ashwin, a midshipman from the *Druid*, who has badly sprained his ankle, is staying up here, which is very jolly; he has the next room to ours. At lunch we tasted several new things; great shrimps in jelly with cray fish, and a refreshing drink of granadillo seeds, something like those of melons; these mixed with a little sugar and sherry, and taken from a wineglass are very nice; turtle, of course, came for dinner, but the Jamaica pines are not much, not so good as those grown under glass in England. Afterwards we drove down

with Mr. Newton to see the cricket match on the Up-park camp ground by the old barracks, two long lines of buildings, two stories high, of red brick, with window-sashes painted white and small glass panes, built in the early Georgian days, when Jamaica was esteemed the brightest jewel in the crown, and a Jamaican planter was synonymous with an Indian Nabob for the possession of fabulous wealth. *Bacchante* scored 31 runs first innings, Kingstown Club, 110; they put us in again, and we got 68 for three wickets; we were thus thoroughly well beaten. A shore-going eleven has always many more chances of practising together than a ship's eleven can possibly have. We stayed here some time sitting under the shade of the huge cotton tree, up which Tom Cringle of former days climbed, and afterwards described his feelings in his well-known *Log*.

The Commodore and Capt. Dennistoun, who are staying at Maryfield, close by King's House, have Christian and Fitzgerald as their guests, and come across the garden for all meals, &c., so we are a large party and very comfortable. Mr. Newton has asked up six more midshipmen from the *Bacchante*, so that the gunroom must be nearly empty now. There is a capital large swimming bath shaded from the sun where we had a good swim before dinner, after which there was a small reception, and the Governor introduced us to most of the people. At night the thermometer went down to 61°.

March 18th.—All up early bathing. In the afternoon there was a garden party and plenty of lawn-tennis. In the evening dinner was served outside in the verandah, which was beautifully cool and nice; the thermometer was down to 61° again. A quantity of walking-sticks of all sorts of woods were brought up for us to choose from, amongst others several of the pimento or pepper tree. These last are very much used for umbrella handles. Between four and five thousand bundles of these (valued at 15,000 dollars), each bundle containing from 500 to 800 sticks, have been exported in one year to the United States and England.

March 19th.—Left King's House at 11.30 A.M. and drove into Kingston past the Half-way-Tree House with a pretty church close by, and then left at twelve o'clock by a special train for Spanish Town. A party of officers from the ship met us at the station. The railway runs at first through low sandy scrub covered with acacia bushes: after a while these grow higher and trees begin to be mingled with the mimosas and cactuses. After crossing one or

two little rivers the railway enters a large tract of marshy ground with mangroves and creeks of water under their straddling branches. At last this marshy ground gives way to large flat fields of coarse grass, dotted with large trees: which were nearly everywhere bearded with a grey hair-like moss growing in tufts along the branches. The whole run of over thirteen miles took about twenty minutes.

On leaving the train we got into carriages which were waiting for us, and drove through Spanish Town, with its red-brick Cathedral and imposing old Government Buildings in the square, with pillared Ionic porticoes. It was built by the son of Columbus in 1525 and named "St. James of the Plain," to distinguish it from St. James of Cuba. The English on arrival, in 1655, called it Spanish Town. It is six miles from the nearest point of the sea. In 1754 the seat of government was removed from Spanish Town to Kingston; there it remained only for four years, when it was shifted back again, and in 1763 these great buildings were completed. In 1872 the seat of government was finally moved to Kingston. The fine marble statue by Bacon of Lord Rodney, the saviour of the West Indies by his victory over the French in 1782, has since been removed to Kingston, and now stands by the landing steps there; the vacant site it once occupied here and its empty canopy and pillared screen still fill the side of the square opposite the old King's house. In front were two long bronze French thirty-two pounders taken out of the *Ville de Paris*, one of them bearing the name of "Louis Charles de Bourbon, Compte d'Eu, Duc d'Aumale, 4th May, 1748. *Ultima ratio regum.*" This deserted group of buildings is really the whole of the town, which without them would be quite a small village. Here and there a few houses half boarded up, left to dirt and squalor, are falling gradually to their last end. A third side of the square is occupied by what was the Parliament House, which has been the scene of many strange and unseemly proceedings and much waste of public property. In 1864, out of a population of half a million, under two thousand had votes; the great body of the population was unrepresented, twenty-five members were elected by less than thirty votes each; ten members were returned by 162 votes. For thirty years the character of the house had been deteriorating. The outbreak occurred in October 1865, supported by the blacks in Haiti, and it was intended to massacre all whites. This was put down. In January 1866 Sir Henry Storks came out as Governor, and on

the 10th of that month the House of Assembly, which consisted in full of forty-seven members, voted its own decease, having existed for 202 years, Mr. Cardwell being Secretary of State for the Colonies at the time. Jamaica has been since then a Crown colony, and is governed practically from Downing Street, under a Governor and a Council of eighteen, nine of whom are official and nine non-official members, these last elected from nine districts by about 9,000 electors. Under this *régime* the condition of the island at first steadily and visibly improved. The value of imports gradually and steadily increased 50 per cent. For eight years successively the revenue considerably exceeded the expenditure; popular education was extended, and the Church of England disestablished in 1870. Coolie labour has been introduced to the great advantage of the negro. Coffee, for which the dry red sandy loam of the hills is just adapted, has been much planted. Tobacco is becoming a valuable export, many Cubans coming over to cultivate it here, on account of the insecurity of the Spanish dominion in their own island; the soil is the same as that of Cuba, and no reason exists why, if it be properly managed, it should not compete with that of the larger island.

[In 1880 the public debt had been reduced from 719,000*l.* to 485,000*l.* There had been no increase of taxation since 1867, while the savings bank deposits were nearly four times as great. But these indications of rapid financial amelioration and social success which attended the measures adopted by Mr. Cardwell and Mr. Forster for the reform of the constitution of the island, then an insolvent colony almost in a condition of social civil war, have not been since borne out. Although the population of Jamaica is nearly five times that of the Windward Group or the Leeward Group, yet the exports are only 1*l.* per head of the population, while in each of those two groups they are over 3*l.* per head. A very small fraction of the exports are anything but sugar. The total public debt of the colony in 1884 amounted to 869,000*l.* Of this it is true 58 per cent. has been expended on reproductive works, 20 per cent. more has been expended on works of utility, indirectly reproductive, such as roads, buildings and bridges, and the remaining 22 per cent. is the legacy of former days, and of a series of untoward circumstances. It is hoped that most of this debt will be redeemed within the present century. The two difficulties are, (*a*) method of raising taxation;, and (*b*) labour supply.

(*a*) At the present, Jamaica is not heavily taxed. The revenue

raised is at the rate of a little over 1*l.* per head of population, while in British Guiana the rate is half as much again, and in Trinidad the rate is three and a half times as great. Out of a population of 580,000 only 13,000 are white; not one in forty. The majority of the planting and mercantile classes are intelligent and reasonable in their views of taxation; but the bulk of the negroes are unreasonable and ignorant to a degree, with the consequence that it is specially difficult to obtain revenue by direct taxes. The negro is unwilling to pay any visible or direct tax; and hence the policy has arisen of placing indirect taxes in the shape of import duties on food—flour, meal and salt fish. These food duties in Jamaica yield nearly 30 per cent. of the revenue, with the consequence that one pound of bread costs here 3*d.* to 3½*d.* while in England the 4 lb. loaf sells at 6*d.* or 6½*d.* It has been alleged that these taxes do not, however, immediately affect the negro, who prefers to live on roots such as yams, plantains, and bananas, and does not consume on the average more than 25 lbs. of imported breadstuffs per head per annum, at a value of about 6*s.* for the whole year; and out of this total it seems only about 8*d.* goes into the treasury as import duty. If this is so, then the food duties have failed of the very purpose of their existence: the negro does not pay his share of the indirect taxes which were originally instituted for his benefit. And on the other hand, is it nothing that flour should pay 18 to 26 per cent. duty on its first cost in America? The negro is the most stalwart of men, and for the heavy labour in the plantations requires a more sustaining diet than he at present gets; if the import duties were taken off breadstuffs, would he not be enabled and encouraged to provide himself with these, and would not a diet sufficient to produce and maintain physical energy be put within the reach of every one? It is replied that food taxation has no effect on consumption. It does not check the consumption; for salt fish, which is eaten as a condiment by the negro with his vegetable diet, is admitted free of duty into Trinidad, and in Jamaica the import duty is very high, but yet the consumption per head is the same in both islands. The removal of import duties does not increase the consumption; for in Montserrat corn has been admitted free of duty for nine years, and yet no more per head is consumed there than in Jamaica. All depends on the habits or the needs of the particular population. The negro does not prefer wheat as a food. The taxation of food stuffs in the West Indies then involves two questions: in the first place, are they necessaries of life? and

secondly, is there any other and better means of raising an equivalent amount of necessary revenue? Although cornmeal and flour are nutritious, yet the negro obtains much nourishing vegetable food in the shape of sweet potatoes, yams, bread-fruit, plantains, and other tropical produce growing abundantly in the island. As regards the second, it might be urged that as one-fifth of the revenue is devoted to providing medicinal and educational advantages for the negro population, it is only right that they should contribute their fair share towards obtaining the special benefits Government provides for them. The negro's contribution to food duties is small; his objection to direct taxes great, and the total abolition of food duties, which are easily collected and willingly paid, and the substitution of others, might cause widespread and serious discontent. Nevertheless it must be remembered that the negro peasant proprietors in Grenada have made an offer to pay a tax of 5*s.* per acre on their cacao lands, and that a small uniform land-tax (similar to that in Trinidad, p. 81, and in Barbados) of 1*s.* on every acre in Jamaica up to 100 acres, 6*d.* on every other acre up to 500 acres, and 1½*d.* on every acre over 500 acres, would not only check squatting on abandoned plantations and its attendant evils, but also raise considerable revenue from the larger, as well as the smaller, landed proprietors. If Jamaica were made a free port like Trinidad, its commerce and prosperity would probably at once increase; and when the Panama Canal is completed the adoption of free trade would be of still greater consequence. This great undertaking will revolutionise the trade, and work great changes in the prospects, of those West Indian islands whose Governments are ready to meet the new conditions of things.

But even if Jamaica were made a free port, and the taxation was equitably raised, there would still remain the second difficulty, that of (*b*) labour supply. In Jamaica the number of the negro peasant proprietors is increasing. There are at present little short of 50,000, who between them occupy 108,000 acres (an average holding of twenty acres apiece). Most of these are unwilling to work except on their own ground; where they grow provisions, fruits, and other articles that may be raised in a small way for the large markets of America near at hand. It is doubtful, however, whether the land is not being permanently injured by the operations of these unskilled and penniless cultivators, who recklessly destroy timber and burn up the country by the wasteful method of fires, and many of them then abandon their plots after exhausting the soil. More-

over, the younger generation of the Jamaican negroes view manual labour with absolute abhorrence; a small amount of education they fancy raises them above the need to labour, and their ambition leads them to overstock the market with clerks, writers, small lawyers and itinerant preachers. Now of course it is quite right that able men should endeavour to rise and better themselves. There is nothing wrong in the negro thus aiming to reach as high a sphere as he can attain; but the consequence is, that if he will not work others must be introduced to do the labour he refuses. And the introduction of such other labour will benefit the negro in the long run, for he is neither better nor worse than the labourer in other countries. In Barbados he works because he is taught by the force of competition that if he does not he will starve; and the Barbadian negro in consequence is far more prosperous and healthy than the Jamaican. Indolence, whether in the negro or any other race, is rendered inveterate by the bounties of nature. The yams, and bananas, and plantains, grow abundantly for his eating, almost without culture, and more he does not want. Every passion acts upon his untrained and happy animal nature with strange intensity; his anger is sudden and furious, his mirth clamorous, his vanity excessive, and his curiosity audacious. Emotional in the highest degree and good-humoured, it would not seem unreasonable to suppose that he is capable of being permanently raised in the scale of humanity. Our forefathers brought this race here from Africa and we are responsible for their surroundings; and when we consider that the negro population of the West Indies had been slaves for a generation or two, and absolute savages before they were made slaves, the wonder is not that they should come short of a European standard of civilisation, as no doubt they do, but that they should have done as well as on the whole they have. The negro has immense physical strength united to the intellect and disposition of a child. He has a child's ignorance, carelessness, dislike of continued effort, and even the thoughtless cruelty which often shocks us in children. The very fact of his great physical strength stands in the way of the negro's intellectual progress. He can do so much by the exertion of mere brute force, and his wants are so few, that the mind is seldom stimulated to exercise. Absolute freedom unaccompanied by any kind of restraint is not good for man, and in the case of the negro, who, like all other races upon whom civilisation has only recently dawned, is in many respects but a grown-up child,

it ought to be no matter for wonder that it has failed to produce the rapid amelioration which was anticipated by those who did not know him. But if with freedom he can acquire habits of industry and self-respect, as in time he surely will, there can be no doubt he will play a more important and satisfactory part in the history of the future than he has done in that of the past. When the West Indian negro is not industrious, the cause is not merely the possession of freedom, but the combination of very few wants with unlimited land on which to squat.

The small amount of labour given by the negro is a proof that he needs little work to obtain the food he wants. The rate of wages for labourers in Jamaica is 1*s.* 6*d.* to 1*s.* 9*d.* per day. If the work is by piece there is no difficulty in earning 2*s.* 6*d.* to 3*s.* Bread is 3*d.* per lb., but he need not buy it unless he pleases. Pork and beef average 6*d.* per lb., and can at times be bought for less. Meat grown in the island pays no duty that can affect the price. Skilled labour is paid remarkably well. The Jamaica *Handbook* says that, on a rough average, labour costs from 50 to 100 per cent. more in Jamaica than in England. A negro labourer can earn 10*s.* to 12*s.* a week, a sum nominally equal to the wages of an agricultural labourer in England, but double in its purchasing power, since the negro has very little expense for house rent (he very often obtains his house accommodation free when working on estates), and has not to provide himself with heavy clothing.

Now no one disputes the perfect right of the negro to employ himself in whatever work he may choose; but as Jamaica principally depends upon the sugar industry, and as the island population does not (as a mere matter of fact) afford sufficient available labour for the sugar cultivation, recourse must be had to immigration from other British possessions.

There is no mysterious law which binds the West Indian proprietor to employ the African rather than the temperate and the economical Asiatic. To imagine that the negroes in an island which is not cultivated to one-fifth of its capabilities are to sit still like dogs in the manger and neither do aught themselves to develop its resources or permit other people to come in and do so, is bad humanity and worse science. There is no compulsion, moral or political, that we should prefer the African to the Asiatic. The two most prosperous of the West Indian colonies are those in which the Asiatic has been employed on a large scale, and with energy—Trinidad and British Guiana. Trade with England,

stationary in the case of Jamaica, has steadily increased and nearly doubled itself in the other. Trade with all the world, practically stationary in the one case, has nearly quadrupled itself in the other. The total output from the sugar estates, actually decreasing in the one case, has increased nearly three-fold in the other. The acreage cropped in canes shows a decrease in the one case, while in the other it has more than doubled itself. The introduction of the coolie not only benefits the land and the general prosperity of the country, but it largely advantages the negro himself. For his character and capacities depend much, as in other races, on his circumstances and surroundings. Under a stimulus to work he will exert himself; but there is at present no sufficient stimulus here. The negro works admirably at the heavy labour required in making railway cuttings and embankments. In the works connected with the Panama Canal, he is the most esteemed and reliable among the many races employed on that undertaking. In a recent report of the chief engineer of that work it is said that the 12,000 Jamaica negroes were jealous of the powerful machinery that excavated the deep earth cuttings, and volunteered to do the work for the same cost as the machinery and as quickly. The engineer wishing to encourage such excellent labourers consented to this unprecedented demand, and the negro actually succeeded in distancing the machinery. It is well known among yachtsmen and sailors frequenting the West Indies that the West Indian negro is a bold, reliable, obedient, and enduring seaman. All present and past experience of the West Indies and the United States point to the negro as the finest tropical labourer in the world; and if he refuses to work for our planters in some of our islands, it is because sufficient stimulus to exertion in the shape of double or treble pay as at Panama—there he receives 4*s.* 2*d.* a day instead of 1*s.* 3*d.* here—or competition in the labour market as at Barbados, does not exist to counterbalance the temptations to idle self-indulgence. But what a paradise this island of Jamaica should be. It is said that thirty days' labour in the year on one acre of good soil will, in addition to providing a family with necessary food for the year, yield a surplus, saleable in the market, of from 10*l.* to 30*l.* And yet in the midst of all this fertility the Jamaican negro is deteriorating in physique. Medical evidence is strong on the signs he gives of decreasing vitality; a variety of forms of anæmia are becoming more and more common. Whether this is the result of unhealthy habits of life, and an

exclusive vegetable and fish diet is not clear. Meanwhile there is the fertile land, and no labour available for tilling it successfully nor any signs of such being forthcoming unless by immigration. The addition of 100,000 coolies to the island population would only give the same proportion as now exists in Trinidad and British Guiana. In Trinidad out of a population of 160,000, 50,000 are coolies. In Jamaica out of a population of 580,000 there are only 14,000 coolies; 1,000 might very well be imported every year for the next twenty years. In the last ten years 3,700 coolies who came as paupers carried back to India with them 40,000*l.* in money and the same sum in jewellery; these were their savings after having enriched their employers also by their labour. Similarly Chinese coolies would increase the coffee crop 30 per cent., at an increase to the present expense of only 5 per cent. Wherever a dearth of labour really exists it should be at once remedied by coolie immigration; which, as we have seen before, confers great benefits on multitudes of our fellow subjects in India and elsewhere, by transferring them from a condition of poverty, if not of starvation, to one of competence and even affluence. The process is precisely parallel to that other of transplanting thousands of our own British race from the overcrowded shores of England to other regions in the temperate zone either of North America, or Australia. That the thing can be done and ought to be done to the interest of all concerned (negroes as well as white men) is shown by comparing once more the state of Barbados with that of Jamaica. Barbados with its superabundant population cultivates every inch of ground, and is able to grow sugar upon rocks by throwing earth upon them; on the other hand Jamaica, with thousands of acres of fine land teeming with fertility, and with a climate on its magnificent mountains suitable for the residence of Europeans, is but partially cultivated, and could give a fair living to ten times its present population. In Barbados great industry is essential to enable the labourers to live, and the production of the soil is kept at its highest pitch: In Jamaica comparatively little labour supplies the wants of the agricultural population, and the easy acquisition of land for his own cultivation renders the labourer independent to a great extent of plantation employment. In such of the West Indies as are underpopulated coolie and Chinese labour must be introduced. That it will succeed and render millions happy is shown in both hemispheres, in Singapore as well as in South America With their aid Jamaica too will be able to cultivate her large tracts

of splendid land now lying waste. The principal produce of the island is still sugar, but the growth of the cane has greatly diminished of late years; it is not one-fifth of what it was before 1834, though the population has doubled since then. The sugar plantations are situated on the lower and warmer tracts; the coffee thrives best in the hills and their declivities. Cattle are plentiful, and the climate is well adapted for stock raising; many oxen are employed in agriculture and for draught purposes. No other of the West Indian islands is equal to Jamaica in fertility, and yet it no longer pays the white man to grow sugar in Jamaica, or indeed anywhere else in the West Indies where he is dependent upon negroes who have other means of obtaining their livelihood. But Jamaica is in worse plight than most of the other islands. While her annual expenditure is about four times larger than that of Barbados and from one-fourth to one-third larger than that of British Guiana or Trinidad, her total exports are barely more than equal to those of the first-named island, which has one quarter of her population, and one-twentieth of her area, and are only half of the exports of the other two colonies.

Sugar cultivation will pay here, if it will pay anywhere, but it must be under resident owners, who will manage their own business and manufacture the sugar with some regard to science and economy. For besides an importation of fresh labourers an importation of science is desirable: there is ample scope for considerable improvement in the growing and manufacture of sugar. The beet-sugar maker has been largely assisted by scientific skill, and is thus enabled to obtain all the sugar contained in the beet juice, which is about the same quantity of sugar as the cane planter gets from a like quantity of the juice of the sugar-cane. But the juice of the cane contains twice as much sugar as that of the beet-root, consequently the cane-planter loses, by imperfect manufacture, as much sugar as he sells. If this be so, there would be hope even yet for the West Indian to compete with bounty-fed beet-sugar. It is stated that the error of the cane-planter occurs in his perpetuating lime as a clarifier and the boiling of syrups which should be evaporated only: thus seventy gallons of molasses are produced for every hogshead of good sugar procured. But if the syrup were evaporated, instead of being boiled (as is necessary if lime be used as a clarifier), then an increase of 50 per cent of sugar more than the usual product would be obtained: and thus 100 tons would become 150 tons without an increased

expense worth naming: and the 50 tons would be a clear gain.

It would therefore appear that the three means by which prosperity may perhaps be brought back to Jamaica are these:—

1. The clearing away import duties on food, and the substitution of a uniform land-tax in their stead.
2. The introduction of Indian coolies and Chinese, races who, whether they are or are not equal to the negro in working power man for man, are certainly not more foreign to the soil than he is, and have the advantage of working where he does not.
3. The scientific development of their neglected estates by resident owners, and the use of more effective and economical methods of producing sugar; as well as the supplementing of decaying and unremunerative crops by others, such as coffee, tobacco, cinchona, and cacao.

Prosperity begets prosperity, and by degrees and with wise management there is no doubt that capital may be made to flow back into Jamaica, and its natural resources may be developed, whether they be agricultural or mineral. For probably before many years have passed, the iron, copper, lead, zinc, and even coal, that now remain unworked in its hills will be turned to good account, if not by the Englishman or negro, at any rate by the Chinamen, who, as soon as the Isthmus of Panama is pierced, will surely flow through to this and the other West Indian islands in profuse numbers.]

On leaving Spanish Town the road, which is good and hard, runs for two or three miles on a perfect level, and is fenced on both sides with the prickly pinguin hedge. The land did not seem much cultivated; here and there we observed a field dotted with trees, under which cattle were grazing. But for the greater part of this flat section of the road it was bordered by a wood composed chiefly of acacia and logwood trees, in some places covered with long grey beards of moss, in others with creepers, one like a great convolvulus which ran to the tops of the trees and covered them with festoons of purple lilac flowers. Wooden huts were scattered amongst the trees, and negro liquor-shops.

Six miles out we passed the new irrigation works where the stream, at a cost to Government of 80,000*l.*, has been dammed preparatory to being led off as required by canals over the arid

plains, and thus came after a drive of a couple more miles, to the Bog Walk, an English corruption of Bocca Aqua or Water's Mouth. It reminded us in its general effect very much of a Welsh valley, with the stream called the Cobre, or Snake, from its serpentine course winding and twisting about over rocks, and down what seems to have been a cleft in the limestone mountains. The sides are of moderate height, about 400 feet, and covered with woods of tree-ferns, palms, and palmettoes with their broad fan-like leaves, the bamboos being most conspicuous and ornamental: these noble reeds, often fifty feet high, are exceedingly graceful and are grouped like Prince of Wales's feathers. At one place there is a cliff of fine perpendicular grey rock hanging out over the river, and round the bottom of this the road is cut, but in most places it mounts the ascent of the valley beside the descending torrent without much difficulty. We picnicked about four miles up the pass, just beneath the second iron bridge, where Captain Hartwell (the head of the police force) had constructed a long hut of bamboo and greenery, down on the stones in the broad bed of the stream where it was dry. Afterwards some of us walked up to the head of the pass, which emerges into open fields of guinea-grass, and others occupied themselves in shying at empty bottles floating down the stream, or in sketching, until the time came for driving back. The cool shade and the sound of the water running over the boulders was most refreshing and most homelike. We drove back in Mr. Levy's carriage (who is custos of Spanish Town) and stopped at his house and "Pen" (as all country properties are called out here), where a number of cattle, fine-looking beasts, were grazing in his grounds. Then back by train to Kingston. Everything very well arranged, and people, white, black and brown, very enthusiastic in their demonstrations. After dinner at King's House, there was some music and singing.

March 20th.—Started at 7 A.M., in the cool of the early morning, for Flamstead. We drove in carriages as far as "the gardens," a large rest-house and stable 900 feet above the sea level, and there at 8 A.M. mounted on ponies and leaving the road which leads to Newcastle on the left, struck across the river bed and began to ascend the hill. The path for most of the way is wide enough for two horses to pass. It always runs by the side of a gorge dense with intricate verdure of cotton-trees, palms, and broad-leaved bananas; creepers of countless varieties gracefully hang from bough to bough and make of the whole one mass of delicate tracery. At the bottom

below runs water leaping and lost in the close vegetation; for Jamaica is a corruption of the old Indian name, Xaymaca, "the land of springs," and in each of these gorges bubbles and runs the torrent. "He sendeth His springs into the valleys that run among the hills." Here and there, both looking inland and also away to sea, there are openings, and we had wide glimpses over a broader extent of country than we have seen elsewhere since we left England. Red and grey are the two colours which predominate on the line of hills in the foreground, while the higher ones in the centre of the island are a dark rich blue. Now and then the path is steeper, and we canter on alone winding round precipices and ever getting higher and higher. Flamstead is 4,000 feet above the sea, and it took us two and a half hours' riding to get up there from King's House. The air and the temperature at this height is not tropical at all, and English flowers, fruits, and shrubs, the common white clover, the violet, and the gorse and wild strawberry, grow here without the least difficulty. The temperature falls about 1° for every 300 feet of ascent. The mean temperature at Kingston is about 80°, but with two or three hours walk or ride, a change of 15° can be had any day by coming up from the flat plain on which Kingston stands; and with ordinary care Englishmen may be as healthy here as at home, or healthier; the plain truth being that for nine months out of the twelve the climate in the West Indies is simply perfect. There are many great houses on estates that might be furbished up for winter resorts to yachtsmen and their friends, who, whether they hail from the United States or the United Kingdom, are beginning to recognise that a delightful winter may be spent in the real warmth, magnificent scenery, and interesting historical and local associations of the West Indies. The Governor comes up here every year, from the Queen's birthday to that of the Prince of Wales, which is the hottest season, and as the wire is laid from Kingston there is no difficulty in carrying on business. The Commodore's house is a pretty cottage within 200 yards distance from Flamstead; the connecting path between the two leads across a regular English garden. He has a heliograph and blue-jacket signalman up here, by means of which he can flash signals to, and receive them from, the dockyard any hour of the day, as the sun is nearly always shining. George began working this at once, and flashed to the dockyard "Many happy returns of the day," to one of our messmates on board the *Bacchante*, whose birthday it happened to be. The sensation of breathing

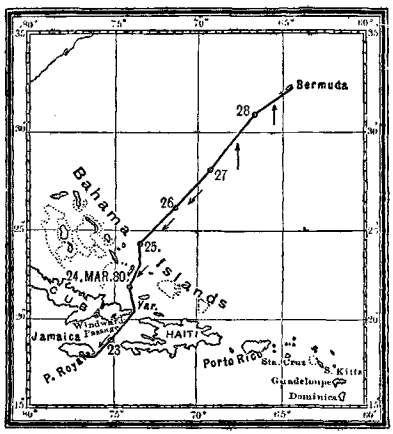
the keen light air up here is invigorating and delightful. Along the whole of the south horizon stretches the blue Caribbean Sea, with lines and wrinkles on its surface of wind and current. Looking west we see Port Royal away at the end of the white spit of the Palisades and the ships lying there; on the other side of the harbour to the north, with the sheen of the sun on its grey surface, lies Kingston. Beyond Port Royal is Fort Augusta and the Twelve Apostles, and the line of low hills that stretches between Kingston and Spanish Town. Turning to the north, across the deep and broad network of wooded valleys (up one of which we have come this morning), we see the white huts and barracks for the troops at Newcastle, and the amphitheatre of hills sweeping round above them eastwards.

After breakfast we walked with Mr. Musgrave and Dr. Lloyd to Belle Vue, the house on the summit of the next hill, and called on Dr. Steele and found him deep in a discussion with Mr. Tagget (the civil engineer) on the drainage and water supply of Kingston and Port Royal. Leaving them in the summer-house at the corner of the grounds, we went a little way along the road at the back of the house, from whence we got a wider view of the Blue Mountain range with its three summits, the Dome, John Crow (after the great heavy black vultures so called here), and the Grand summit. This ridge is the backbone of the island, running from east to west. The highest peak is 7,100 feet. Then back to Flamstead, and all about the garden, where we all much enjoyed lying and rolling about on the turf, until at 4 P.M. we started to descend, and got back to King's House at 6.30 P.M.; had a good bathe and then to dinner, to which came Mr. Hockin, the new Attorney-General, just arrived by to-day's mail from England. There was a cricket match to-day, Army and Navy against the Kingston Club; the latter won easily. Some of the party who stayed the night at Flamstead with the Commodore were uncommonly glad of two or three blankets on their beds, so fresh was the air up there.

March 21st.—The cocks have been crowing all night, and the negroes have been hymn-singing just as persistently at a wake which has been held in some hut close by. At 6.30 A.M. left King's House, where Mr. Newton has so hospitably been entertaining us and a large party from the ship for four days, said good-bye and thanked him for all his kindness; then drove down to Kingston, found the Commodore's launch at the pier, and started in her at 7 A.M. down the harbour, perfectly calm in the lull between the land and sea

breezes, so that in the mirage at its mouth the cliffs appeared suspended above the water. Arrived on board at 8 A.M. Had the usual services at 10.30 A.M. and 5 P.M. Coming back to the ship it feels very hot and close after the airy rooms we have had ashore.

JAMAICA TO BERMUDA.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Mar.					N.	W.				
22	...	...	...	Variable 1·2	...	...	78°	78°	82°	80°
23	N. 51 E.	...	72	N.E. 3·4	18·40	75·11	78	77	77	80
24	N. 1 E.	...	84	Variable 1·2	21·39	74·5	79	78	75	77
25	N. 15 E.	...	155	N.E. 4·5	24·8	73·30	76	75	73	72
26	N. 43 E.	...	159	N.E. 5·7	26·3	71·20	68	68	72	69
27	N. 42 E.	...	162	N.E. 4·5	28·3	69·19	69	68	70	65
28S.	N. 39 E.	...	215	S. 4·6	30·48	66·42	68	67	67	70
29	...	...	153	S. 7·8	...	...	64	65	63	65
Total distance ..... 1,000 miles.										

March 22nd.—Very warm indeed. It is often over 90° in the cabin, as the iron sides of the glacis outside, which are painted black, so soon become heated with the sun, and retain the heat a long time. After sunset it is almost impossible to keep the hand for any length of time laid against the iron beams inside. Wrote letters for the mail and then lunched at the Commodore's. Brought off a box of the land shells of Jamaica, and a lot of fern

things and photographs, and at 5 P.M. slipped from the buoy and proceeded under steam out of the harbour. In the evening light we thought the coast of Jamaica, on account of the red-grey and violet hues on its clear-cut mountains, looked very like the "purple crowned" hills behind and around Athens.

March 23rd.—Steaming up the Windward Passage, but quite out of sight of either Hayti or Cuba, the sea as smooth as glass, not a breath of wind and intensely hot. Dropped a target overboard and steamed round it all the morning firing shot and shell. Passed two Portuguese men-of-war with their pink sails, making their way slowly along. Began reading Lefroy's *Memorials of Bermuda*, and Godet's little book on the same island. In the evening at 9.30 P.M. observed Cuba on the port beam.

March 24th.—Just before sunrise this morning when Venus was quite low, and just shining above a long line of cloud that skirted the horizon, being on watch, could have been certain for a moment that it was a lighthouse on an island, as the line of clouds had just the appearance of land. Steaming along quietly all the day seven knots. In the afternoon lowered a cutter, and ran Whitehead torpedoes. Just before sunset sighted Castle Island Lighthouse, and in the evening passed Crooked Island. As we are now clear from the lee of the large island of San Domingo, we once more get the north-east trade, and there is already a cooler and fresher feeling in the air. After evening quarters had a turn at gymnastics and felt all the better for it.

March 25th.—At 1.10 P.M. lost sight of Bird Island light, bearing south. As we are steaming north-east head to wind, we are smothered in stokers; the best place on the ship now is the forecastle. Passed out of the tropics during the forenoon, and came upon a large quantity of gulf-weed. Good-bye to the West Indies.

Good Friday, March 26th.—Divine service in the morning, "make and mend clothes" in the afternoon; short prayers after evening quarters. At noon to-day made good 158 miles.

Easter Day, March 28th.—At 5.30 A.M. up top-gallant masts, made plain sail, and at noon have made good 214 miles; wind from south-west, very cold. Extra singing at morning service; most of the hands who cared for them, having by this time their own prayer-books and hymn-books. By evening we are drawing near to Bermuda, but the island was not sighted. At 5.15 P.M. shortened and furled sails; dark, thick, blustering night, force of the wind 8.

March 29th.—At 1.30 A.M. sighted the David Head light. A windy, rainy and foggy morning; lost sight of Gibb's Hill light at 2.30 A.M. Anchored off Lighthouse Point at 7.30 A.M. in twelve fathoms. A negro pilot came off, better than Caliban. "Be not afeard; the isle is full of noises, Sounds and sweet airs that give delight and hurt not" (*Tempest*, Act 3, Sc. ii.). After much thunder and lightning the weather cleared. At 8.30 A.M. weighed and proceeded slowly under steam through the "Narrows," past St. George's and up to Grassy Bay, where we made fast to buoy. In some parts this passage in through the coral reefs, which fringe the whole of these islands, is so narrow that there is scarcely room for a large vessel; it is completely commanded by the heavy guns at St. George's, and is carefully buoyed on either side; if the buoys were removed it would be next to impossible for an enemy's ship to approach. In the afternoon the *Bacchante* received orders from the Admiral to come into the Camber and make fast alongside at a berth astern of the flagship, which accordingly we did in charge of the harbour-master at 4.45 P.M. Found here the *Northampton*, flag, Capt. J. Fisher; *Blanche*, Capt. C. G. F. Knowles; *Contest*, Lieut.-Commander F. A. Moysey, and the fixtures *Terror*, *Scorpion*, *Viper*, and *Vixen*.

AT BERMUDA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
March		°	°	°	°
30	S.W. 5·9	64	63	72	61
31	W. 7·9	60	61	63	61
April					
1	W. 6·8	63	64	60	62
2	N.W. 7·8	62	63	64	62
3	N.W. 5·3	62	63	74	62
4S.	Variable 1	63	64	65	65
5	S.E. 1·3	64	64	69	67
6	S.W. 3·4	64	65	75	72
7	S.W. 5·6	65	65	70	67
8	S.W. 6·3	65	65	62	60
9	N.E. 2·4	65	65	71	68
10	S.W. 4·3	65	64	70	69
11S.	S.W. 6·8·2	65	69	68	67
12	S.W. 2·4	66	65	70	68

March 30th.—It is very jolly being alongside a stone wall for a change and able to walk on shore from the ship. We got a run before

breakfast and saw some of the mids from the flagship. Went with Capt. Fisher over the *Northampton;* her great beam and fine roomy gun-deck were particularly striking after the narrower and more crowded *Bacchante.* In the afternoon walked all round Ireland, saw the fives courts which are in the moat of the fort, and the quoit ground, and then went on to the cemetery, which is very prettily situated in a grassy dell beneath the shade of Bermudan cedars, and so round by Somerset Ferry, home. The temperature here is 63°, a most pleasing change from what we have lately endured. A westerly gale with very heavy squalls of wind and rain has been blowing all day and continued all night, as well as the whole of Wednesday the 31st. H.M.S. *Atalanta* arrived on January 29th, and sailed from this port on the 31st, two months ago, for England. The crew were then in good health. [No tidings were ever received of her after that date. While we were snug in harbour she went down this Easter week as likely as not, stern foremost, in a sudden shift of wind in this very gale. Or she may have capsized from the same reason that caused the loss of the *Captain* and the *Eurydice*—want of stability at the larger angles of heel. She had unusually heavy spars and masts nearly the same as she would have carried had she had her ordinary sea-going equipment on board as a cruising man-of-war. Her light armament (she had only four guns on board instead of twenty-eight) would also have conduced to a want of stability, as would her being minus the weight of shot required for the greater number, most of which would ordinarily have been stowed below. These reasons are sufficient to account for her loss. There may of course have been others. The ship had an apparent stiffness under her canvas at moderate angles of heel combined with a deficiency of stability at large angles, which was the main source of danger in a vessel heavily sparred, and that rolled and lurched so heavily as the *Atalanta* unquestionably did. Fierce gales prevailed in the Atlantic at that time, and a fine iron steamer, the *Bay of Biscay*, homeward bound from Rangoon, was not heard of after she was spoken near the same spot where the *Atalanta* would probably have been. A vast quantity of wreckage floating round the Azores attested the severity of the weather in the Atlantic. Shipwreck seems indissolubly connected with the history of "the still vexed Bermoothes." Sir Walter Raleigh in 1596 had spoken of the Bermudas being "in a hellish sea, for thunder, lightning and storms." In Hakluyt's voyages, 1600, there is a description of the

shipwreck of Henry May here in 1593. Sir George Somers, in 1609 sailing to Virginia, ran ashore here, and it was from the account published in the following year, "A Discovery of the Barmudas, otherwise called the Isle of Divils," by one of the crew, that Shakespeare probably obtained the scenery and local setting for *The Tempest*, in which, after the shipwreck, "The first man that leaped ashore cried, 'Hell is empty, and all the devils are here'" (Act 1, Sc. i.). Waller, who once lived here, wrote a curious and amusing poem minutely describing the islands and their products, as also did Thomas Moore.] *Bacchante* finished coaling to-day. We went across to Clarence Cove and called on the Admiral and Lady McClintock, and then on the Governor, Sir Robert Laffan. Back to the Admiral's, where we had a good game of lawn-tennis, and returned in the steam pinnace across Grassy Bay to the dockyard.

April 1st.—Still very squally, but got a walk round the dockyard island, visiting especially the site of the new Club for Seamen and Marines; it is below the naval hospital, but will have a fine lookout over Harrington Sound. The place is both cool and sheltered. It would be impossible to have found a better site; one not too far from the dockyard for the convenience of men from the ships, and yet far enough for them to feel free. The Governor gave his dinner in honour of the Admiral's arrival on the station. We both went to stay at Clarence Cove with Sir Leopold McClintock. There was a cricket match to-day, *Bacchante* against *Blanche, Terror*, and *Contest; Bacchante*, first innings, 44; second, 22 for six wickets; *Blanche, Terror, Contest*, first innings, 42; second, 23; *Bacchante* winning by four wickets.

April 2nd.—Up early and down to the caves at Clarence Cove, to bathe before breakfast with the flag lieutenant, Van Koughnet. At 10.15 A.M., Sir Robert Laffan came on horseback, and we joined him, and he

> "show'd us all the qualities o' the isle,
> The fresh springs, brine-pits, barren place and fertile."
> —*Tempest*, Act 1, Sc. ii.

We first passed along the north road by the sea till we came to the American Consul's (Mr. Allen), where we saw the angel fish (bright blue), the cowfish (bright red), and other oddities in his aquarium. Then to the Devil's Hole, a weird sort of natural tank used as a fish-reservoir, where fish that have been netted are kept till required. It is a cave (such as that in which Caliban was styed)

the entrance of which only is visible here, but it runs right through to the sea on the south side of the island, for the tide rises and falls in it with the sea outside, and its waters have no connection with those of Harrington Sound, although they are within a stone's throw of its beach. We were then to have gone to the Sand Hills, but missed the way. The fragrance of the cedar trees in the sun is very strong.

> "The air breathes upon us here most sweetly."
> * * * * *
> "The ground indeed is tawny,
> With an eye of green in 't,"—*Tempest*, Act 2, Sc. i.

where widespread brackish marshes are overgrown with coarse grass, rushes and mangrove jungle. There are five soils in the island, a light red soil, a reddish clayey soil, sand, a dark calcareous soil, and peat. We saw Spanish Point from the road; on the front of the rock is the old inscription "1543," cut by some old buccaneer. The first European eyes that rested on these islands were those of Bermudez, a Spaniard, before 1515. They were not colonised till after 1609, from Queen Elizabeth's Virginia, and from England. We passed the stone walls of many substantial houses by the water's side now in ruins. These were the homes of the old sea captains, in the days when Bermuda cedar ships traded to Newfoundland, the West Indies and elsewhere. One boat of three tons with five persons in her succeeded in crossing the Atlantic from Bermuda to Ireland in 1616; but most of them were from 200 to 300 tons burden. They used to carry the salt fish of Newfoundland to Italy and Portugal, and take back the port-wine for which Newfoundland became celebrated, or run down to Madeira and Ascension to meet the homeward-bound Indian fleet, and take back cargoes of tea or other Indian and Chinese products to be distributed along the American seaboard. Some of the gardens round their now deserted houses contain the flower seeds which these old fellows brought home from all countries. It was steam that was the death-warrant of their carrying trade. Then on through the town of Hamilton in front of the Government buildings and lines of stores, each with an open piazza in front two or three yards wide, supported by slender pillars; and so home to Clarence Cove. After lunch went down into the long caves by the sea with the Admiral, who told us of his early days under Lord Dundonald, and spoke of his three predecessors in command of this station—Sir Cooper

Key (who had just gone home), Admiral Fanshawe (who was at the College when we passed as naval cadets), and Admiral Wellesley (who succeeded Sir Hastings Yelverton as first Sea Lord when we first entered the service). He showed us, too, the "midshipman's garden" and grave, and the many flowers and plants which are reared from the seeds which each admiral brings back here from his cruise "round the islands." We then went along the tunnelled passage through the sandstone, which runs down and under the road and comes out into the kitchen garden beyond. There was a fancy dress dance at the Governor's from 5 to 9.30 P.M. to which we went. The mids of the *Northampton* came as blue-jackets in whites; one of the clerks was very effective as the "Mad Hatter" from *Alice in Wonderland*, and another was dressed in ghastly fashion, so that his head with its rolling eyes and grizzly beard appeared to be set on the wrong way; two officers of the artillery made a very good Irish peasant and girl, the former singing some Irish songs, while some of the officers of the 99th Regiment, which had just come up from the Cape, appeared in the full dress of naked Zulu warriors with shields and assegais. We slept that evening again at Clarence Cove. Cricket match to-day, bluejackets of *Bacchante* v. those of the *Northampton*. *Bacchante* (ship's company) first innings 83, second innings 58; *Northampton* (ship's company) first innings 42, second innings 12 for five wickets; *Bacchante* thus beating the flagship on the first innings.

April 3rd.—Bathed before breakfast at the caves, Clarence Cove; and then started in a dogcart with Mr. Carpenter (the Governor's aide-de-camp), and drove through Hamilton to Gibb's Hill Lighthouse, up which we went to the top. The lighthouse is 130 feet high and stands on the highest point in the islands, 245 feet above the sea level. From outside the lantern you get the best view over the whole of the group of islands (said to be 365 in number). They stretch in a rough semicircle, from Ireland on the left or western extremity, where the masts of the men-of-war lying at anchor are visible, then on past Somerset Island, then all up Harrington Sound past Hamilton, and so right away to St. George's on the right or eastern extremity, twenty miles from Ireland at the other. We are now standing therefore on the southernmost point of the whole group; looking away due north across the Bay, it is all apparently open sea, but in reality one large mass of coral-reef, over the greater portion of which there is but three or four feet of water, though there are deeper channels here and

there amid the reefs. Looking down from where we stand we can also perceive the formation of the whole group, and understand how they are the point of the huge pinnacle which rises sheer up from the bottom of the Atlantic; whether it be the point of a volcano afterwards incrusted by coral insects, or formed by other means. The *Challenger* took four soundings in the Atlantic between Halifax and Madeira above 3,000 fathoms. The deepest of all was off Bermuda, where the lead sank four miles and a half. Down this enormous depth sinks the side of the Bermudas, in a sheer precipice grander far than the Matterhorn and probably the hugest on the globe. We are therefore now standing on an insular platform on the summit of a peak 15,000 feet high at least from the bottom of the Atlantic. Such a peak could only be formed by coral growth, and therefore the structure of Bermuda shows a progressive subsidence of the bed of the Atlantic here. As soon as the head of the original mountain was covered by the sea the coral growth began; and this platform has been kept at the sea level by a growth at the summit continued at a rate equal to that of the subsidence of the base. This platform of coral reef forms an uneven top to the peak, of oval form, whose longest diameter from east to west is twenty-five miles, and the breadth twelve miles. The external lip of this oval ring—which measures about fifty miles in circuit—whether composed of islands or of sunken reefs—is seldom more than a mile in width, but the wide expanse of 120 square miles of inclosed water which it encircles is broken up and diversified by numberless smaller reefs and ledges of coral, which render the internal navigation extremely intricate and dangerous to all but experienced pilots. At present the southern lip only of the great oval is formed of islands; the northern, eastern, and western sides are almost continuous reefs of coral, which inclose the expanse of water, the only practicable entrance to which is through a narrow tortuous passage on the eastern side at the distance of about half a mile from the shore. This channel is about two miles in length and is very intricate, so that vessels must move through it very slowly, and with great caution. It is commanded throughout its whole length (as are also the approaches to it from either side) by numerous batteries mounting heavy guns behind casemated iron shields. In war time the channel would also be defended by torpedoes or submarine mines. No hostile cruiser could approach within five miles of the dockyard in Ireland without having first made her way through the encircling

reefs. There are between three and four hundred islands; the central one, on which Hamilton stands, is fifteen miles long, and two of the others are three miles long, but most of them are so small that they are scarcely more than patches of sand collected on the pieces of coral-reef which protrude here and there above the water. This, owing to its being so shallow, is of the brightest blue, and is fringed all round its edge with a white sandy beach, the "yellow sands" of Ariel's song. Here and there are a few palms, but not many, for nearly every spot in the island available for cultivation is planted with potatoes, onions, tomatoes, beet-root, and other garden produce, which is shipped for the early and winter markets of the United States; on which in return these islands are entirely dependent for their food supply of bread and meat, so that any interruption to their intercourse with the neighbouring continent would cause great temporary distress. We drove back to the Governor's, past several pretty houses standing in their own grounds and gardens. Apparently the only tree that flourishes in these islands is the Bermudan cedar, the wood of which is hard and brittle; it never imbibes moisture, and hence it is good for boat-building, but not for furniture on account of its being so difficult to carve. "The cloven pine" in which Ariel was confined by his mother who had been left on this island by sailors was probably one of these trees, when Prospero "made gape the pine" and let him out; and its "berries" were those that were put in water for Caliban (Act 1, Sc. ii.). The oleander shrub, with its pink blossoms, appears to be equally plentiful in the gardens and round the edges of the water, but of course is useless except for wicker-work. There is also a quantity of prickly pear growing luxuriantly, but it is not turned to account by the cultivation of the cochineal insect on it. This cultivation we saw at Teneriffe, whence upwards of 60,000*l*. worth of this valuable dye is annually exported (p. 42). The only two native birds still here are the little ground doves (who are being elbowed out by the sparrows that were introduced by a former Governor), and the bright plumaged "blue birds," a sort of great thrush; these also, we were told, will probably in a few years find it difficult to gather food to support themselves against the sparrows. Another Governor introduced the sage plant, which now seeds itself in every garden in the island, and from being a benefit has become a noxious nuisance.

We stopped in Hamilton and went inside the cathedral, which, although at present incomplete, is a lofty and well-designed church,

and already contains some very good windows of stained glass from England; to-day it was prettily decorated with flowers for Easter. Leaving the cathedral we called at the bishop's (he is bishop of Newfoundland and Bermuda), and drove on up the old cedar avenue, and past the church with a square tower just outside Government House grounds. There are nine parishes in all in Bermuda, but only five livings. Each incumbent officiates in two churches. About 70 per cent. of the white and 65 per cent. of the coloured population belong to the Church of England. The total population of the islands is 5,300 white, and 8,500 coloured. The approach to Government House at Mount Langton is through a steep cleft cut in the rock, each side of which is now covered with creepers and other flowers. We played lawn-tennis on the shady lawn in front of the house, and afterwards walked round the garden with Sir Robert Laffan, who being an old Engineer officer has taken great pleasure in laying out the grounds to the best advantage. On the slopes of the hillside he has made many terrace walks, and has used the two caves under the hill for ferneries, and shady retreats, in which many English plants are able to grow and flourish even through the Bermudan summer.

As we watched the banana tree in flower—its crown of leaves falling over the fat green stem in curves—the Governor pointed out how the whorls of green or golden fingers (below which dangles the purple spike) are not a fruit at all but really a large flower; each banana is the petal of a blossom, and when the blossom is first formed this is very clearly manifest. One plant bears only one flower (or bunch of bananas), and having put forth its strength thus it dies; each plant only lives one year, but during this time has produced on its one stem thirty to sixty pounds of bananas. The banana is indeed the staff of life: but the much-abused cocoa-nut cannot come near it as a devil's agent. The cocoa-palm is confined to the tropics and sea-levels; and asks some labour—though not much. The banana grows as a weed and hangs down its branches of ripe tempting fruit into your lap as you lie in its cool shade. The cocoa-nut has a hundred uses, and urges man to work to make spirit from its juice, ropes, clothes, matting, bags, from its fibre, oil from the pulp; it creates an export trade which appeals to almost all men in offering large and quick returns for little work. But the banana will make nothing; you can eat it raw or fried, you can eat it every day of your life without becoming tired of its taste, without suffering in your health; you can live on it exclusively. The plentiful possession

of this tree has been fatal to industry and exertion for multitudes in the West Indies.

On the top of this hill Sir R. Laffan has constructed a wooden erection, from the summit of which he can obtain a view not only over the whole of the islands, but can also overtop the Admiral's lookout, whence signals are made across to the flagship and dock-yard on Ireland, from Clarence Cove which lies just beneath. The woodwork is arranged skeleton-wise so as to stand against the high winds which sometimes prevail here, when if it were a solid mass it would be blown away. His Excellency then explained his theory of the formation of Bermuda. He supposes that the pinnacle from the bottom of the Atlantic is formed entirely of sand, and that its foundation originated from the swirl of the gulf-stream and other ocean currents, and so gradually rose higher and higher. The greatest angle at which sand will rest when thus piled up is one of 45°, and he stated that this was the angle at which the pinnacle rises from the ocean bed. Be this as it may, the formation at any rate of the portion that is above the sea level can daily be seen taking place. The sand which thus accumulates is composed of very small shells. The action of saline particles from the sea causes an incrustation of lime of two or three inches in thickness to form on the surface of one layer of this sand before a new one is deposited by a second storm, and this appears to be the cause why nearly all the rock lies in thin laminæ. This fact also explains why layers of dark coloured vegetable mould are found below white rock. The transition of the coral and shell sand cast on the shore by the waves and winds may thus be traced through various stages, even till it becomes crystalline limestone. This is quite soft when first uncovered, but exposure to the atmosphere so acts upon the lime that the whole mass hardens into a friable stone. This white granular limestone formed by the metamorphosis of the coral is everywhere met with in various degrees of hardness: it will well withstand rain and damp when coated over with cement. After-lunch with the Governor we returned to Clarence Cove in time for Lady McClintock's first "at home," or garden party, for lawn-tennis, dancing, &c. There were two bands playing, one indoors and one out. To this there came not only many naval officers, but also those of the Royal Artillery, and of the 16th and 99th Regiments. Several Americans also came, who happened to be staying at the hotel in Hamilton. This is a very good house, although it is only open for the four winter months, from

December to March, and is closed during the other eight; when it is open there are generally about 200 Americans staying in it at one time. The Bermudas are in fact the relics of the old North American colonial possessions of Great Britain, just as the Channel Islands are of our French possessions. The distance from the nearest point in North Carolina is only 580 miles, and from New York 677. Left at 6 P.M. in the steam pinnace, and returned across the bay with the rest of the officers to the *Bacchante* in the Camber.

April 4th.—Roman Catholics to early mass. The officers and men of the *Northampton* all marched to church with their band playing, to the dockyard chapel: we had our service on the main deck. Went to lunch afterwards with Captain Moresby, senior officer in charge of the Dockyard Establishment. He entertained us with yarns of his own proceedings in New Guinea, and showed us his book on the same island, as well as many curiosities he had there collected, and also others that had belonged to his father, Admiral Sir Fairfax Moresby. He reminds us very much of his brother, who was paymaster in the *Britannia* the whole time we were there. In the afternoon, Captain Fisher kindly took us in his galley right up the bay towards Gibbs' Lighthouse; we landed at Somerset Ferry, in an old graveyard, where were many curious old tombs of the early settlers and some of the convicts (who were employed on Boaz Island on Government work, but are now all withdrawn), and walked back in time for five o'clock service on board the *Bacchante*.

April 5th.—At 11.30 A.M. went on board the old dockyard tender, *Viper*, with a party of officers from the *Northampton* and the *Bacchante*, Captain Knowles of the *Blanche*, Captain Fisher and the Staff-commander of the flagship, Captain Moresby and Staff-commander Clapp. We first steamed across and picked up the Admiral and party at Clarence Cove, and the Governor and his people, and then went right out across the bay to North Rock, the course to which amid the coral reefs had been carefully buoyed out by Captain Moresby yesterday. We could scarcely have had a better day for seeing the reefs, as there is just sufficient and not too much sunlight. The patches of the reefs show out as dark spots under the water, with light green strips round and between them where there is a sandy bottom. We proceed through one or two very narrow passages, going very slowly, and in the last the old *Viper* crumbled a few inches of the brittle top off the edge of the

reefs. We approached within a cable's length of the North Rock, and then got into the steam pinnaces, which we had been towing astern, and from them landed on it. It consists of three or four jagged brown sandstone teeth, that stand up a dozen or fifteen feet above the water and rise from a widespread and submerged stone plateau in the midst of the northern reefs. These brown rocks are geologically older than any portion of Bermuda now visible, and are the remains of an older island that once existed, on the northern lip of the oval top of the Bermudan ocean peak, but which is now all gone. The reef round them on which we landed is covered by the sea at high water. We had brought sea glasses (funnels of wood about a yard long, with a piece of plate-glass at the lower end), which you dip into the water, and looking down through these over the side of the pinnace, we had a good gaze at the bottom. There we saw lilac coloured wavy fans, and large lumps of white brain coral, with pearl oysters amongst them, and sea anemones of all sorts, and other branches of coral of every shape and size. Amongst and on them all kinds of seaweed of every hue—black, green, red, bronze, pink, yellow —were growing. Owing to the clearness of the water the smallest motion of the many coloured fish roaming through the delicate fronds of coral and in and out amongst the weed could be distinctly observed, we noticed three kinds, the first was the "yellow tail," which is pale azure on the back and pearly white below with broad bands of yellow along each side; the next was "the spotted snapper," which also carries these yellow bands, only his body is white, his fins rosy pink, and each flank has a great oval patch of black; and the third kind had yellow fins, and scarlet spots all over the body; in fact, the reefs support quite a fairy world of their own. This is the spot of which Ariel sings to Ferdinand after his shipwreck here:—

"Full fathom five thy father lies;
Of his bones are coral made;
Those are pearls that were his eyes;
Nothing of him that doth fade
But doth suffer a sea-change
Into something rich and strange.
Sea-nymphs hourly ring his knell.
Hark! now I hear them—
Ding-dong, bell." *Tempest*, Act 1, Sc. ii.

Some of the party had some good sport fishing, and caught rockfish; one large fellow, of over fifty pounds weight, was hauled in over the stern of the *Viper* whilst she was lying

to. We got on board the *Viper* again, and started at 4.30 P.M. to return. As we steamed back into the bow of the bay there was a most striking view of the whole semicircular group of the islands, from St. George's at the east end, to the dockyard on Ireland at the other. You see, too, how they are blown sand hills, knolls with wide flat stretches in between. The wind, what little there is to-day, is from the west, and produces almost too much ruffle on the water for seeing the reef to full advantage: an absolutely calm still day is what is wanted; but it is difficult to arrange to have one of these that will also suit with the spring tides. Very often there are not two such in the whole year, so we may consider ourselves on the whole very lucky. We landed the admiral and his party at the Ducking Stone, and got back to the dockyard at 6.30 P.M., after one of the most enjoyable days we have ever spent. The *Viper* draws eleven feet; nothing of the same draught has been out where we went to-day for a very long time, if ever before. There was a cricket match this afternoon: the officers of the *Bacchante*, v. the Ireland and Boaz Island eleven; these last got 106, the *Bacchante* 26, and in the second innings 36, with seven wickets to fall.

April 6th.—In the afternoon we and a party of mids went ashore in the dockyard for instruction. We were taken over the floating dock (towed out from England in the summer of 1869), and the various parts of the machinery connected with it were explained to us. There was a cricket match between our ship's company and that of the *Blanche*, which our men won by sixty-two runs: this match was played away on Somerset Island.

On the other cricket ground an officers' match was played at the same time—Navy v. Army. Army first innings, 108. Navy first innings, 29; second innings, 50.

April 7th.—The wind having gone round to the south-west for the last three days, has had the effect of sending the thermometer up several degrees, and makes the air feel heavy and muggy; just as Caliban describes the same warm oppressiveness (which is more striking in the summer months)—"a south-west blow on ye And blister ye all o'er!" Act. 1, Sc. ii. Alternate north-westerly and south-westerly winds prevail in Bermuda during nine months of the year; the wind remaining at no other point for any length of time. When it is north-west there is fine hard weather with clear sky and a low temperature. This ends in a very fine bright day with calms; afterwards the

wind invariably goes round to south-west when the thermometer rises and heavy rains ensue. At 1 P.M. the Admiral and Governor, with their family parties, came over from Clarence Cove and lunched on board the *Bacchante*. Afterwards two outrigger torpedoes were fired from the steam pinnace, inside the Camber. The concussion produced was more than was expected. Admiral left the ship at 3.30 P.M. Some of the officers went to an afternoon party given by the 99th Regiment at Prospect, but not many, as the weather was very rough and boisterous. We two walked out to Captain Moresby's, and had a capital game of bowls in the alley which he has erected on a little island near his house, and across to which he has thrown a bridge from his garden.

April 8th.—H.M.S. *Plover* arrived from Jamaica and Nassau (in the Bahamas). After the usual morning school, at 1 P.M. a party of officers from the different ships went on board the *Viper* and steamed across the bay to Ferry Point, after having picked up the Admiral and Governor at Clarence Cove. At Ferry Point we left the *Viper*, and getting into the steam pinnaces, which had been towed astern, we went up the inner bay to Joyce's Point, where we landed on the rocks and clambered ashore. We descended first into the island cave, where, through the smoke caused by the blue-lights, we were able to discern a large sheet of water in the centre of the cave, and many stalactites much broken. It is a long cave, with two entrances, like that of which Stephano says in the *Tempest* (Act 2, Sc. ii.), "my cellar is in a rock by the seaside, where my wine is hid." Thence to the next cave, to approach which ladders were needed, and the stalactites in which are better than those in the one we had just left: they are thinner and more delicately formed, and resemble coils of rope or the intertwining roots of trees growing downwards. His Excellency explained how, according to his theory, a similar formation of stalactites is going on through the sand beneath; and "so we see how strong is the foundation on which the island rests rooted." There is a third and similar series of caves at Walsingham, a little further on, but these we did not visit; but getting into the steam pinnaces again from the spot on which Prince Alfred landed, we proceeded up St. George's Harbour, through the swing bridge and causeway, to St. George's. The view looking thence into Castle Harbour shows some small fir-covered islands, on the summit of one of which, in the distance, are the ruins of a castle. We first steam past the town of St. George's to Fort Cunningham, where Colonel Stokes, in command of the

artillery, took us up the hill and over the large iron casemated fort with the 18-ton guns that command the entrance to the Narrows. Standing on the summit of the fort we saw a charge of 250 pounds of guncotton exploded under the "Boilers," a reef at the entrance of St. George's Harbour, which was thus, with a fine cataract of water, then and there removed by Colonel Gordon, in command of the Royal Engineers. St. George's harbour is probably the "deep nook" (Act 1, Sc. ii.) where Ariel describes the king's ship to be safely in harbour, "tight and yare and bravely rigg'd as when She first put out to sea." Presenting as it does a wide area of land-locked water, with a good holding ground, and being easy of access from the ocean with which it communicates direct instead of opening as does the harbour of Hamilton into an inclosed inland sea, St. George's harbour is frequently crowded during the winter months by large merchant vessels seeking shelter during bad weather, or requiring repairs after storms, or being in want of fresh provisions or water. We came down the hill from Fort Cunningham, got into the boats again, and rowed back to St. George's, where we disembarked, and walked up to the barracks of the 19th (Princess of Wales's Own) Regiment. Here Lieutenant-Colonel Vigors showed us in the messroom the silver statuette of the Princess of Wales presenting new colours to the regiment at Sheffield. These to-day we saw and handled; the old colours are at Sandringham, though a few fragments of them are still carefully preserved in a case by the regiment. Then we walked through the town to St. Peter's church, where the rector met and showed us the curious old communion plate given by William III. to the church, on which the lion of the House of Orange is borne on a shield of pretence in the centre of the English arms; and some plate still older than this, with the arms of Bermuda engraved on the bottom; and another fine set of old silver, consisting of two or three large basons, a paten, a chalice, a cup and strainer; and besides these some more silver christening bowls of a more modern date. "In that very place which we now call St. George's toune this noble knight Sir George Somers died, whereof the place taketh the name, but his men, as men amazed seeing the death of him who was even as the life of them all, embalmed his body and set sail for England. The cedar ship of thirty tons with his dead body arrived at last at Whitchurch in Dorsetshire, where by his friends he was honourably buried with many vollies of shot and the rites of a souldier." That was in 1611; he was then eighty years of age. His heart was

buried at St. George's, which was the old capital and seat of government till 1815. It was here too that Thomas Moore the poet, in 1804, resided when he held an appointment in the Admiralty Prize Court. The Admiral stopped to dine with the regiment; most of the party returned in the *Viper*, and arrived in the dockyard at Ireland by 7.30 P.M. In the evening we went to a performance of the *Bacchante's* Christy Minstrels, in the theatre erected for such performances ashore. The place was filled with many officers, both from our own and other ships, and the proceeds were intended for the benefit of J. Cowley, who had been left in hospital at Barbados. Cricket-match this afternoon between the *Bacchante* and an eleven of the *Northampton, Blanche,* and *Contest. Bacchante,* first innings, eleven. The three ships, first innings, forty-eight; second innings, forty-two.

April 9th.—At school all the forenoon. At 1 P.M. left ship in steam pinnace for Clarence Cove, where Mr. Carpenter met us with horses from Mount Langton, whither we rode, and after picking up the Governor, went on to Mount Prospect. Into the messroom of the 99th (Duke of Edinburgh's Own) Regiment, and saw their Zulu trophies. Then mounting again rode on to the meet of the paper-chase. Of this we saw the finish at Mount Langton, where there was some very good jumping arranged; after which there was a garden party at the Governor's; then walked to Clarence Hill, and, after a quiet supper with the Admiral, slept there. H.M.S. *Tamar* arrived.

April 10th.—Bathed before breakfast down in the caves and played lawn-tennis afterwards, at which the Admiral's jolly little boy joined us. After lunch Lady McClintock had her usual Saturday "at home" and garden party. Some of the *Northampton* mids came and we bathed with them down in the caves again, so did one or two of the officers of the 99th Regiment. Then said good-bye to Sir Leopold and Lady McClintock, and thanked them for all their very great kindness to us during our stay at Bermuda. Return cricket match *Bacchante* v. *Northampton. Bacchante,* first innings ninety-nine; second innings nine and ten wickets to fall. *Northampton,* first innings sixty-nine; second innings forty-nine. H.M.S. *Tamar* left for England.

April 11th.—At 10 A.M., Bishop Llewellyn Jones of Newfoundland and Bermuda came on board and preached at our morning service, after which there was a collection for the Seamen and

Marines Orphan Schools at Portsmouth, for which he got £8 11*s.* 3*d.* After service we both went with him on board the *Northampton,* over which Captain Fisher took us and showed us all his new dodges, then lunched with him and returned to the ship. In the afternoon walked to the bathing-place through the dockyard. Mail came in and brought the news of Mr. Gladstone having beaten the captain's brother, Lord Dalkeith, in the election for Midlothian. The mails come by way of New York and Halifax, the last of which places is 730 miles distant. There is no direct mail to England; *neither is there any telegraphic communication with this important military and naval outpost.* The government of the Bermudas is administered by the Governor and a local parliament of two houses. The upper consists of ten members, nominated by the crown, the lower of thirty-six members, elected four from each of the nine parishes. There are only 854 electors, the qualification for a vote being possession of freehold of 60*l.* value. One twelfth of the revenue of the island is devoted to the payment of the members, which is at the rate of about 2*s.* a head of the population. Most of the Acts are only of "temporary" duration, and, therefore, have to be renewed after due debate. The pay of the members of the upper and lower house is 8*s.* a day when on duty. This constitution dates from before the time of our own Long Parliament, 1620.

April 12th.—Cast off and proceeded out of Camber at 8.30 A.M. and at 9.45 A.M. made fast to buoy in Grassy Bay. At school all the forenoon; after the dinner hour went away in the steam pinnace, towing a cutter full of blue-jackets and marines, and so landed at the hospital and marched up to the site of their new Club; it was windy but the sun was shining and the rain held off. The Governor and the Admiral with their several parties came, and the latter made a very good speech, saying how each of his immediate predecessors had entertained a hope of establishing this Club for the use of the Seamen and Marines of the fleet. He then gave an account of how matters had hitherto gone, what progress had been made, and what good hope there was now of its success, and ended up by saying "may God bless this club to every seaman and ship using it." We both then laid the stone and the Bishop of Newfoundland gave the benediction. When it was all over we took a final walk by ourselves through the well-kept garden cemetery, and wandering along its tree-shaded paths had a farewell look at the many interesting monuments it contains: all of these are more

or less bright with flower-beds round them, rose and geranium trees hang in clusters over several. Many have been sent out from England, and erected by the officers and men of various ships in memory of their comrades whom they may have lost during their commissions on this station. We picked some of the air-plants which were attaching themselves in plenty to the trees there; so vivacious are they that a leaf placed any where will grow, and does not require water or any further care. A leaf suspended from the beam in our cabin throve and grew, and put forth fresh leaves and tendrils from the edges of the old ones. We brought several sprigs home, they continued green and fresh and flourishing long after we arrived in England. Called in at Captain Moresby's, thanked him for all he had done for us, then off in the pinnace from the spot in the Camber where the *Bacchante* had previously been moored. When we arrived on board the officers made a collection for the Club and collected in all £42 7*s.* 0*d.* The Queen and the Prince and Princess of Wales afterwards sent out from England their portraits with autographs, "in memory of April 12th, 1880," for the club-room.

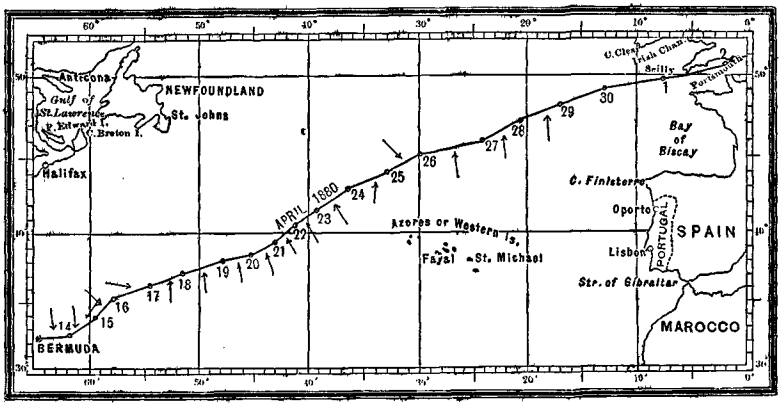
April 13th.—At 11 A.M. the German corvette *Medusa* arrived and anchored in Grassy Bay. Slipped from the buoy at 11.45 A.M. and steamed out through the Narrows. The flagstaffs both at Clarence Cove and at Mount Langton signalled, "good-bye, pleasant passage," and so we bade good-bye to Bermuda; bright, cheery memories of which will ever remain with us. We have been here a fortnight, a longer time than we have spent in any one port since we left England. Standing on the poop we lost sight of the lighthouse at 5.10 P.M.; as we began pitching to the Atlantic swell. The next land we hope to sight is that of England, now 3,000 miles away.

April 14th.—No wind at all, long swell setting in and we are rolling a bit; sighted one sail going westward; steaming all day 5·8 knots and by noon have made 130 miles. Distance from Lizard Light 2,734 miles.

April 15th.—Not a breath of wind. This morning altered course from east by north to north by east, to look for an Italian steamer from Palermo, that is supposed to be drifting about disabled according to the last mail received in Bermuda.

To-day is Thursday, which on board a man-of-war is generally a half-holiday for all hands. Dinner is as usual at noon (eight bells), after which, when the arms have been cleaned and the decks cleared

BERMUDA TO PORTSMOUTH.



Date.	From Previous Noon.			Wind.	At Noon.		Temperature.			
	Course.	Distance.			Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
April					N.	W.	°	°	°	°
13	...	...	...	N.W. 8·3	...	...	66	65	60	61
14	N. 72 E.	...	133	Variable 1	33·1	62·11	65	65	64	68
15	N. 62 E.	...	136	N. 1	34·5	59·48	65	65	68	61
16	N. 47 E.	...	113	Variable 1·2	35·22	58·7	65	65	76	68
17	N. 69·30 E.	...	162	N.W. 3	36·18	55 0	65	65	79	69
18S.	N. 69 E.	31	121	S.W. 4·5	37·11	52·2	65	65	67	65
19	N. 70 E.	193	...	S.W. 7	...	48·10	65	65	63	62
20	N. 72 E.	102	7	Squalls 10 S.W. 5·1	38·47	45·58	65	65	63	61
21	N. 60 E.	...	129	...	39·53	43·36	65	65	66	64
22	N. 55 E.	93	16	S.E. 4 S.E. 5·8	...	...	65	65	60	61
23	N. 58 E.	125	...	S.E. 7·4	42·0	39·18	65	65	61	61
24	N. 64 E.	162	...	S. 5·3	43·11	36 0	65	65	59	60
25S.	N. 68 E.	149	...	S.W. 4·8	...	: 2·47	60	59	60	58
26	N. 69 E.	107	27	S.W. 8, N.W. 3, 8, 1·2	44·53	29·53	59	60	55	57
27	N. 69 E.	23	245	S.W. 5·7	46·27	23·52	60	58	56	55
28	N. 63 E.	164	...	S. 6·7 S.E. 3·4	47·42	20·18	55	55	53	53
29	N. 70 E.	21	121	S.E. 2·3	48·31	17·0	55	55	55	52
30	N. 77 E.	...	194	E.S. 3·4	49·14	12·9	55	52	53	51
May										
1	N. 82 E.	...	194	N.E. 4	N.	W.	52	53	53	53
2S.	...	...	220	E. 1·2	49·40	7·30	50	50	52	55
3	...	...	31	N. 1	50·31	2·0	51	51	51	53
		1170	1849							

Total distance... 3019 miles.

up, and when three bells (1.30 P.M.) has been struck on the bell on the maindeck by the sentry, the boatswains pipe "Hands make and mend clothes!" Part of the instruction of boys and young seamen is tailoring, and almost every man can therefore make his own clothes. But naturally there are some who have a greater gift that way than others, and these are able to lend a helping hand to their shipmates in cutting out or embroidering, or in fitting bright fancy linings to their caps, or sleeves of jackets. Any little distinctive mark which will not interfere with a man's regulation uniform, such as these individual decorations, a blue-jacket is very fond of. On this afternoon then, the men get out their clothes' bags and overhaul them. But besides his black sack-like bag of clothes, (each of which is numbered, and stowed away when not being used in racks along the flats,) the seaman has also his "ditty box," something like a small writing desk only of plain white deal. He carries the key on his knife lanyard, and the box itself is kept stowed between the beams over his mess. It is the only place a sailor has under lock and key; there he keeps his needles and thread, his buttons, his money and his letters, the photograph of his mother and sister, or sweetheart; all his little home relics and any small gifts he may be bringing home from foreign parts. If, therefore, you go forward between the hours of 2 and 4 P.M. on a Thursday you will find all the men more or less thus engaged. On the upper deck some will be sitting or lying on the hatchways, doing a bit of sewing at their clothes; others will be reading well-thumbed copies of favourite books from the ship's library, or popular tales lent them by a messmate; others will be standing about the foc'sle chatting or smoking. Down below on the mess deck others again are grouped around the mess tables occupied at their sewing, or writing, or overhauling the treasures of their ditty boxes; others stretched at full length on the decks or forms will be asleep. Over the cables away at one end of this deck, the two tables, which the first lieutenant has been good enough to arrange for the men as a sort of reading room, are unslung from overhead, and rigged up, and on them the school-master, who acts as general librarian, has laid out the various newspapers, periodicals, or magazines, that have arrived by the last mail, as gifts from kind friends at home, or such as the officers after having finished with in the ward- or gun-room may have sent forward for the men's use.

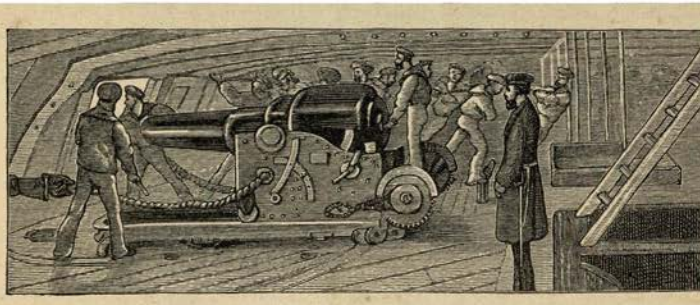
This would be a good afternoon also for a visitor to come aft to the

gun-room. The *Bacchante's* gun-room is a cabin eight feet broad, fourteen long, and seven high, on the starboard side of the ship. A table in the middle takes up most of the space: it is rather a close fit when we sit down a dozen or fourteen round it for meals. On three sides of the gun-room are the lockers for seats, they are of mahogany with leathern cushions. Above overhead, of the same wood, is a deep shelf, which is crammed full of books and nautical instruments, some in and some out of boxes, dirks of all kinds, some bright, and some the worse for wear, telescopes, backgammon and chess boards, writing desks, photograph albums, and an *omnium gatherum* of midshipmen's belongings thrown together, and evidently pulled out and shoved in pretty frequently. The bulkheads of the gun-room are painted white. There are two ports in the ship's side that face you on entering, a large and a small: the latter is two feet square, the former three feet by four, and is constructed so that the upper half can be opened, and the lower left closed; and this is the more prudent course to adopt when not in harbour, unless you wish to have a sea lopping in. At the after end is a large looking-glass, occupying the whole width, which brightens up and gives an appearance of greater size to the place. On the other two sides hang four pictures, one of them is of the Prince and another is of the Princess of Wales. If you lift the curtain that hangs in front of either of the doors that open on to the half-deck, and come in, you will probably find several sleeping forms stretched full length on the locker cushions, for sea air makes you drowsy on a warm afternoon, more especially when you have kept the middle watch the night before. Other mids will be either making up their logs and watch bills, or perhaps tracing charts, or finishing up a water-colour drawing, or reading.

At the left-hand end is the sliding window which separates the gun-room from the steward's pantry. He is generally at hand, and when hailed "inside there," hands out tea or cocoa, biscuits, sherry and bitters, brandies and sodas, or whatever you may be pleased to take or call for. Now come forward on the foc'sle again, which is the coolest place as there is not a breath of wind stirring, and see the whales spouting in the distance on both sides of the ship; they might almost be taken for sail on the horizon; they are all going south. At 8 P.M. resumed our proper course.

April 16th.—Exercised at general quarters, firing shot and shell at a target; for Friday is always the day specially devoted to great

gun exercise. As soon as the daily prayers (at 9 A.M.) are over the bugle sounds "exercise action." The mess tables are all cleared away between the guns on the main deck, for they, as well as the forms, on which the men sit at them, are so constructed that their metal legs will fold up, so that they may be stowed away at once overhead between the beams. Then the magazines and shell room are opened, dummy cartridges are passed up, and all the motions are gone through, as if the time were come for going into action. The fire hoses lie on the deck coiled up, ready to be screwed on to the pumps if necessary, to cope with what is the deadliest foe on board a ship. The guns are loaded and run out, and trained in such directions as may be ordered. The men are armed with their rifles, cutlasses, and pistols, and companies are exercised, not only in the defence of their own ship, but also in preparations for boarding an enemy. Quickness as well as



GENERAL QUARTERS.

accuracy of detail in drill is thus perfected. The men work with a will, and one gun is drilled for time against another, and tossed about like a plaything under the eye of the midshipman who has charge of each, or the lieutenant whose station is at that particular portion of the deck. Sometimes, as English bluejackets are apt to get excited, and through desire to be quick are careless, or if there is any talking, (for of course no word is allowed all this time to be spoken by any one, except the necessary commands), and as it is important that each man should know and understand the smallest detail of his duties, so that no question should take him aback, and no change to another number at the gun should find him unprepared—in the midst of all this activity, the bugle sounds the "Still"—three notes—which instantly causes every man and boy to remain just as he may be, perfectly immovable: and then the captain's voice, or that

of the commander, from the bridge can be heard by each man, giving his orders distinctly, upbraiding or directing as the case may be, until the bugle sounds again "Carry on," and all fall to with increased exertion to do their duty. As the guns are fired the smoke rolls and curls all along the main deck, as the breeze from above or through the ports blows it inboard, but only for a few moments, and the smell of the gunpowder floats away to sea. Down below in the sick bay, the doctor waits in case any casualty be brought to him to require attention: and occasionally a man is told off, though hale and hearty, to be carried down in a cot, in order to practise the men in the way of handling the sick or wounded. When there is actual firing at a target, dinner is usually half an hour later. On ordinary Fridays, quarters are over by 11.30 or seven bells.

In the afternoon, as a light westerly wind sprang up, we made sail. After evening quarters, gymnastics, bright and fresh. At 10 P.M. went to "night-quarters," which is merely a repetition of the ordinary General Quarters' drill, except that when the bugle unexpectedly sounds at night, every man of the watch below is asleep in his hammock, and has, in addition to what was described in the morning, at once to turn out, lash it up, bring it on deck, and stow it away in the hammock nettings. At night the men's hammocks are slung from the beams all along the main deck over the mess tables and guns. The former have now to be cleared away, and the latter cast loose, with the clatter of the chains which hold them firm in their several places, and by the light of the battle lanterns, instead of by that of day. Night quarters must take place at least once a quarter, but of course no notice is given beforehand: in order that the greater test may be given to the men's preparedness for any emergency. To-night, after firing two electric broadsides with blank cartridges, and making a fine flare up of light and a grand crash of sound in the dark stillness of mid-ocean, we turned in again.

April 17*th*.—From 9.30 to 12.30 preparing for action aloft, sending down top-gallant masts, unbending sails, &c. After the dinner hour made plain sail.

April 18*th*.—Very nice breeze from the south-west, so at 5.30 A.M. set starboard stunsails, and at 8 A.M. stopped steaming. The usual Sunday services. After dinner up screw; the breeze increasing we make over ten knots. Moon and stars out. The midshipmen are asleep in their hammocks, which are slung in the steerage, so

close alongside each other that they are almost touching; in the same way their large chests containing their clothes, are closely packed together on the deck of the steerage. At midnight the boatswain's mate pipes "call the watch, watch to muster." The middle watch having been roused out from their hammocks some minutes previously, fall in on the quarter-deck. The midshipman of the watch, who has also just been roused from sleep, stands with his watch bill, and the corporal with his lantern, at the capstan. He reads out their names, to which they answer one by one, passing in front of him at the same time: when the last man of the watch has answered to his name, the midshipman of the watch reports "all present" to the lieutenant on the bridge, who then orders reliefs to fall in, and the men of the watch now on deck go to their several stations.

April 19th.—A rainy and squally morning. At 4.30 A.M., whilst reefing, a heavy squall from the southward struck the ship, carrying away the fore top-gallant mast short above the cap, and the cross-jack yard in the slings; split the jib, the foretopmast staysail, and fore and mizen top-gallant sails. After this the wind fell light and down came the rain. At 6 P.M. swayed up cross-jack yard, the carpenters having repaired it.

April 20th.—Dead calm all night, noise of wash under counter as we roll lazily on the swell. At 9 A.M. down screw, and at 10 A.M. shortened and furled sails, pointed the yards to the wind and proceeded under steam. To-day we got into water of a dirty bottle-green, said to be caused by the ice melted from the Newfoundland banks; though its temperature was only 65° and that of the air 61° there was a damp fishy smell with it. The wind is shifting all round the compass, and in the afternoon we are under sail for a time, but the wind drawing ahead round to the south-east we have to furl sails and steam. The Gulf Stream has carried us thirty-five miles eastward during the last twenty-four hours and at noon we are 1,865 miles from the Lizard. When the *Challenger* sounded in the Gulf Stream between Bermuda and Halifax, the current was too strong in the middle to allow the sounding line to reach the bottom, but the thermometer gave the temperature at various depths, and showed that the passage from the warm stream to the colder water which surrounded it was singularly abrupt, the warm current flowing like a river between two banks of cold.

April 21st.—This morning we are out into the blue water again. At 8 A.M. exchanged colours with an English clipper with eighteen

sails set on her and standing westward. There is a fresh feeling in the air and we can see the mist over the edge of the Gulf Stream that we have left astern. At 2.30 P.M. stopped engines, and after evening quarters up screw, as what little wind there is enables us to go three knots under sail. Next day wind squally from the south south-east, sailing along close-hauled averaging four knots; pouring with rain all day. On Friday the wind drew round to the south, and we made an average of six knots.

April 25th.—At daylight one sail in sight. Stiff breeze from the south-west. At 9.15 A.M. weather fine, topsail yard-arm carried away, the stunsail being set at the time. No Sunday morning service as the men were on deck repairing damages. Wet and miserable; but the wind is in a favourable quarter, and we are going along eight knots; after evening quarters have evening service all right; and as it was the last Sunday in the month, we had our *Bacchante* Hymn for Absent Friends, as well as one of the regular Hymns for Those at Sea. This we used to do the last Sunday in every month regularly as long as the ship was in commission, and the men all sang the words with heart and soul, for their friends at home knew our practice, and we often thought they were joining too, though separated from us by thousands of miles.

BACCHANTE HYMN FOR ABSENT FRIENDS.

Holy Father, in Thy mercy
Hear our anxious prayer,
Keep our loved ones, now far absent,
'Neath Thy care.

Jesus, Saviour, let thy presence
Be their light and guide,
Keep, oh keep them, in their weakness
At Thy side.

When in sorrow, when in danger,
When in loneliness,
In Thy love look down and comfort
Their distress.

May the joy of Thy salvation
Be their strength and stay,
May they love and may they praise Thee
Day by day.

Holy Spirit, let Thy teaching
Sanctify their life,
Send Thy grace, that they may conquer
In the strife.

Father, Son, and Holy Spirit,
God the One in Three,
Bless them, guide them, save them, keep them
Near to Thee. Amen.

Tune—*Stephanos.* Hymns A and M.

April 26th.—At 8.30 A.M. shortened and furled sails. At 9 A.M. lit fires under all boilers for twelve-hours full speed trial, and seven minutes after noon commenced the same. This was kept up till seven minutes after midnight. With seventy-five revolutions, we made on an average twelve knots; total distance run in the twelve hours 149·5 miles; the maximum speed attained at any one time was thirteen knots.

April 27th.—The wind being fresh and favourable, made plain sail in the middle watch, and at 9 A.M. stopped steaming and up screw.

The next day, as the wind headed us, got the screw down again, and commenced steaming at 7 P.M., thirty-five revolutions for seven knots. At 9.10 P.M. a barque on the port beam burnt blue lights; so we steered within hailing distance, and found the barque to be the *Royal Alexandra* of Liverpool, out from Calcutta bound for London. She required no assistance, but wished to be reported at Lloyd's, her main and mizen topmasts having been carried away in the gale eight days previously.

April 29th.—Daylight, five sail in sight, at noon six; increased speed of engines to forty-five revolutions, which produced eight knots. In the afternoon exchanged numbers with two English barques, the *Argosy* of New Brunswick and the *Monscon* of Dundee, running westward. To each of these we make a signal, "Who is the Premier?" being anxious for news as to change of Ministry in consequence of the late elections in England, but neither of them make any response.

April 30th.—General quarters, pistol men at pistol practice. At noon 195 miles run, and now we are only 278 from the Lizard. A fine English spring day—the gulls come out to meet the *Bacchante* and are all round us on the water. Two stonechats settle on the ship quite wearied out. They perch themselves on a sunny spot on the starboard glacis and we try to feed them; they fly into the cabin through the port, and we settle them for the night with water and crumbs under an inverted paper basket; in the morning they are dead, nothing in their crops—too tired to taste the food we gave them. At 6.5 P.M. exchanged colours with an English barque running to the westward, but cannot make out her number by signal; we alter course and close her, holding up a black board on the poop with, "Who is the Premier?" chalked upon it. We are now within hailing distance of the barque, and her skipper thinking we are inquiring her name shouts out *Fanchon*, which our

captain and those round him on the poop hear as "Gladstone." So they next hail to the old gentleman, "What is his majority?" and the old man replied, "Non entiendo" (meaning, I don't understand), which those on our poop understand as being "One hundred." We were steaming close up alongside him at this time, and his dog was barking at us, and his hands on the forecastle were putting their heads up to know what was the matter, apparently wondering what in the world we were after, as we steamed round and round him. At 9 P.M. sounded with Sir William Thomson's sounding machine on the tail of the great Sole Bank, sixty-seven fathoms, fine sand.

May 1st.—Beautiful sunny day, blue sea, cold, but invigorating feel in the air, wind from the north-east, thermometer 53°. Saturday is the great cleaning day on board ship; sounds of holy-stones and scrubbing-brushes begin at four in the morning. Officers and men walk about in the cold grey morning without shoes and stockings, and with their trousers turned up above their knees, while every now and then a wash-deck bucket, either full of water or empty, spins along down the slippery deck, as it passes on from one hand to another. At 8 A.M. the signal is given for "Fire Quarters" by the sentry striking quick, sharp strokes on the bell on the half-deck, and the lieutenant of the watch sings out, "Fire under the foc'sle," or, "Fire in the starboard gangway" as the case may be, and each man is at his station as if the fire were real and not make-believe, and the hose pump and flood the spot proclaimed till the flames are supposed to be extinguished. All this splashing and soaking helps forward the general washing and cleansing. But the work is not hurried, for there is no daily inspection on a Saturday morning, and all the forenoon is devoted to thoroughly cleaning every part of the ship. At seven bells when the men have breakfasted, the same careful cleansing work begins below; the lower deck and flats and store-rooms are all being rubbed down, and the smell of soap is in the air everywhere, and everywhere resounds the swish-rish of the bristles of the brushes caused by their lively friction this way and that way mid the damp and soapsuds upon the wood-work of bulkhead, combing, deck, tables, &c.; the ladders are turned wrong side up, that the traffic may not dim the whiteness of their fresh scrubbed steps. At the top and bottom of every hatchway are swabs and mats that you may wipe your feet. Windsails are passed down to dry the decks, and deck cloths are spread where there is most traffic. All the

mess traps, though polished every day, get an extra polish to-day; the tin mess kettles which are stowed at the end of each mess table all down along the main deck must shine like silver; the hoops of the bread barges like burnished gold. The mess tables are scrubbed as white as a table-cloth, and every stain of grease is removed. Where needful the whitewash overhead is touched up, and each mess vies with its neighbour in the strife after perfect cleanliness and neatness. In the afternoon the brass-work receives special attention; the guns are polished till they shine like mirrors, and the brass corners on the bitts and the hand-rails to the hatchways are all made bright and glittering. To-day is a special Saturday, for to-morrow we hope to be at Spithead, and so all hands are eager and keen to brighten and smarten up the *Bacchante*, which we have learned to trust and love so well. At 2 P.M. sighted the Bishop Lighthouse off Scilly. We alter course and pass alongside the islands and make our number—we heard afterwards that the Prince of Wales received a telegram from here, announcing our safe arrival to him in the middle of the Royal Academy dinner. On first sighting them, the impression was strong that they were another group of West Indian Islands that we had come upon, and we could scarcely believe they were really England. At 2.30 P.M. sighted St. Agnes, at 4.50 P.M. the Wolf Rock, at 5 P.M., towards dusk, the Land's End. When the men muster at evening quarters, to each is served out a clean snow-white hammock; every soul on board feels joyous at nearing dear old England, after many months which seem almost to us, so many fresh things have we seen in the time, like as many years. At 8 o'clock the first night-watch was set, and we came on deck and saw the two dazzling electric lights on the Lizard, shining out like two giant's eyes into the night. Hailed by a pilot boat, and heard through the darkness that the *Atalanta* had gone down.

May 2nd.—At 2.20 A.M. sighted the Start Light on the port bow, which we pass at 4.30 A.M., but there is a dim haze over the sea, so cannot discern any of the Devonshire coast. We are going up Channel over eight knots. At 8.30 A.M. sight Portland Bill; at 10 A.M. after the usual routine work is over, all hands are mustered at divisions for the ceremony of the captain's Sunday inspection, when, accompanied by the commander and first lieutenant and all heads of departments, he makes the round of the ship, going all along the main deck, which is cleared of all but the sentry, and into the store-rooms and engine-room, and every part of the ship.

He passes last round the upper deck between the two lines of blue-jackets drawn up bareheaded and in their Sunday uniform. Inspection over, the sentry tolls the bell, and all find their way to their places on the main deck for divine service. The chants and the hymns seem to be sung with even more spirit than usual, and as it is the first Sunday in the month there is a celebration of Holy Communion. In the *Bacchante* this always takes place on the main deck at a small oak table covered with a red cloth, from beside which also, instead of from the more formal pulpit or reading desk, the prayers and lessons of the Sunday service are always read; those who wish retire on deck, and the rest remain where they happen to be on their forms; a canvas screen shuts off more than half the main deck. Occasionally there are early celebrations of the Holy Communion in the captain's large fore-cabin, at 8 A.M., which have been attended by about as many as the mid-day celebrations. After church service the men go to their dinners, but to-day soon come up again on deck, for being within sight of home predisposes every one for a cheery chat over their quiet pipe, as they discuss the events of the cruise and the greetings of the morrow. We go close in by St. Aldhelm's Head, and now we can distinguish very plainly Worth, Tillywhim, and further on beyond, Swanage and the Old Harry chalk pinnacles. We passed through the Needles at 1.30 P.M., then up the Solent past Cowes, and at 3.30 P.M. saluted the commander-in-chief's flag with seventeen guns, and at 4 P.M. anchored at Spithead in seven fathoms. Found here H.M.S. *Warrior*. Everything looks very natural in the bright spring afternoon, though, coming from the tropics, it feels very cool with the thermometer touching 50°. Usual service at 5 P.M. with short address. Three only of the ship's company that left England with us have died in the eight months. Sent off telegrams announcing our arrival, and heard from the Prince of Wales that he would be with us to-morrow by noon.

May 3rd.—At 6 A.M. *Warrior* proceeded up harbour. At noon H.M.S. *Fire Queen* left the harbour flying the flag of H.R.H. the Prince of Wales, which the *Bacchante* saluted with twenty-one guns. At 12.15 P.M. she came alongside, and the Prince and Princess of Wales and our three sisters came on board. While they were going round the ship and looking at the animals and ship's pets, the *Fire Queen* returned and brought off Admiral Ryder and Prince Edward of Saxe-Weimar. These all lunched

with the captain, and at 4 P.M. left the *Bacchante* who manned yards and saluted. And so amid these sounds of welcome we landed once more on English soil, restored in health and safety to our friends and home; but all the time while coming up harbour amid these reverberating echoes of the guns and forts, we could not help thinking, as we looked up from the deck of the *Fire Queen* at the lines of blue-jackets standing out aloft upon the yards of the *Duke of Wellington* and of the *St. Vincent*, of those 300 men and boys we had last seen in the bright West Indian Islands all in the full prime and vigour of English life, but who now sleep beneath the cold Atlantic wave, and to whom, and their sorrowing relatives here ashore, never more will a share of all this we to-day enjoy be given. "Requiem æternam dona eis, Domine; et lux perpetua luceat eis."

"Lord all-pitying, Jesu blest,
Grant them Thine eternal rest."

BETWEEN WHILES.

ON the 4th of May, at 3.30 P.M., the *Bacchante* went into Portsmouth harbour from Spithead; on the 7th gave seven days' leave to starboard watch, and on the 15th the same to the port watch; on the 11th the ship went into No. 10 dock, and from that time till the 11th of June was in the hands of the dockyard, refitting, &c. On the 3rd of June she came out of No. 10 dock, and was lashed to the north railway jetty; on the 11th went out to Spithead and anchored at 1.15 P.M., and took in powder and shell. On the 12th,

TO HOLYHEAD AND PLYMOUTH.

DATE.	PASSAGE.	FROM PREVIOUS NOON.		TEMPERATURE.	
		Distance. Steam.	Wind.	Air.	
				Noon.	6 P.M.
June				°	°
12	3.30 P.M. from Spithead	...	Variable 1·2	60	58
13S.	.....	190	S.W. 4·5	56	55
14	2.10 P.M. Holyhead	184	N. 3·4	52	56
15	.....	8	N.N.E. 4·6·5	57	57
16	.....	...	N.E. 4·5·7	57	57
17	6.30 P.M. from Holyhead	...	E.N.E. 7. N.E. 1·3	62	63
18	.....	147	S.E. 1·3	59	59
19	6.15 A.M. Plymouth Sound 10.40 P.M. from Plymouth	131	S.E. 2·3	60	58
20S.	10 A.M. Spithead	107	S.E. 3·5·2	61	60

passing Portland made ship's number to Channel Fleet; on the 15th H.M.S. *Hercules* (Captain S. P. Townsend) and H.M.S. *Belleisle* (Captain T. Barnardiston) arrived also at Holyhead. On the 17th the Prince of Wales opened the London and North Western Railway Docks at Holyhead, and the ships present manned yards and fired royal salutes. The *Bacchante* left Holyhead the same evening; called at Plymouth on the 19th to discharge supernumeraries; saluted Admiral Elliot's flag, and found there H.M.S. *Achilles* (Captain A. C. F. Heneage) and *Valiant* (Captain W. C. Chapman). On the 21st having discharged powder and shell at Spithead, at 10 A.M. came up into Portsmouth harbour and alongside the north jetty, and from June 22nd to July 15th was again in the hands of the dockyard, refitting. On the 16th at 2 P.M. she went out to Spithead and anchored at 3 P.M., and on 17th took in powder and shell.

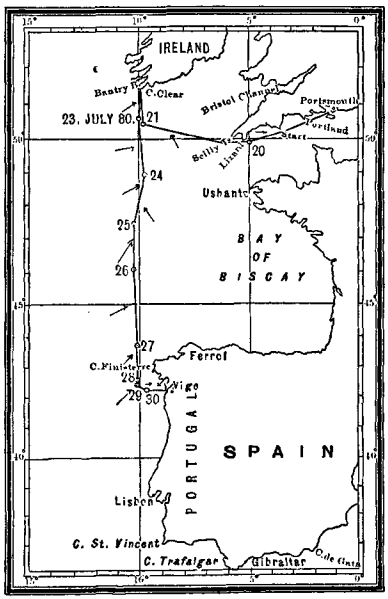
CRUISE WITH THE COMBINED CHANNEL AND RESERVE SQUADRONS.

July 19th.—We left Marlborough House at 9 A.M., and arriving at Portsmouth harbour about noon, went off to the *Bacchante*, which was lying at Spithead, in the cutter, under the command of Mr. Gunner Frail. The tide and wind were against us, and so a dockyard steam launch that happened to be going off with some supernumeraries to the ship, having overtaken us half-way out, took the cutter in tow, and we got on board just in time to run up on the poop to salute the Queen as Her Majesty steamed past in the *Alberta*, crossing to Osborne. It was nearly 4 P.M. when the *Bacchante* weighed anchor; the weather threatened rain, but it cleared and the sun shone out brightly through the clouds—a good omen. We passed Cowes and went out through the Needles, sighting Swanage, Durlstone Point, and St. Aldhelm's Head before 9 P.M. We proceeded westwards all Monday night at seven and a-half knots.

July 20th.—Past the Start at 5 A.M. in a fog which lasted all the early morning. About 11 A.M. it cleared away, the sea was perfectly calm. Past the Land's End by noon, and at 1 P.M. were close off the Longships: these rocks resemble long-boats with reefed sails. A lot of sea-birds on the water. In the afternoon as the wind was favourable we made plain sail, and so proceeded eight, nine, and ultimately ten knots as the wind freshened. At half-past ten went to night quarters.

July 21st.—At 7 A.M. sighted the coast of Ireland, Cape Clear, and the Fastnet Lighthouse, which stands on the top of an isolated rock that resembles a boat's lug from a distance, with the coast of county Cork rising very mountainous behind. Saluted Admiral Hood's flag, and came to anchor in Bantry Bay at 3 P.M., after steaming past all the ships of the combined Channel and Reserve Squadrons, which we found here under Rear-Admiral Hood, C.B., in the *Minotaur* (Captain Rawson); the *Agincourt* bearing the flag of Read-Admiral Somerset (Captain Bulwer, C.B.), and the *Hercules* bearing the flag of H.R.H. the Duke of Edinburgh. They are lying moored in two lines. Our position is at the extreme end of the weather line, next to the *Minotaur*. The Duke of Edinburgh was

PORTSMOUTH TO BANTRY BAY AND VIGO.



Date.	From Previous Noon.			Wind.	At Noon.		Temperature.			
	Course.	Distance.			Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
July					N.	W.	°	°	°	°
20	...	...	134	W. by N. 4, W.S.W. 2	49·53	5·0	62	64	66	67
21	...	22	208	S.E.3·4,E.S.6	50·26	9·52	62	62	61	64
22	...	...	18	Calm	...	...	62	62	66	66
23	S. 3 E.	...	59	S. 4·7, W.S·W. 2·3	50·28	9·55	62	62	62	65
24	S. 2 E.	...	95	W. by S. 3·4	48·53	9·50	63	62	66	66
25S.	S. 9 E.	...	91	S.W. 4, S.E. 3·7	...	...	62	62	65	66
26	S.	...	81	S.W. by S. 7, W.S.W. 5·6	46·2	10·12	62	62	67	65
27	S. 2 E.	...	125	W.S.W. 7·4	43·56	10·6	65	70	65	70
28	S. 1 E.	...	91	S.W. 4·5	42·27	10·5	62	63	69	68
29	S.	...	121	S.W. 2·3	42·23	10·5	64	65	67	69
30	S. 50 E.	...	119	W. 1	42·11	9·45	66	66	72	70
31	...	...	95	N.E. 2·3	42·14	8·45	66	66	75	70
	Totals ...	22	1237							

out for the day in the *Lively* (Lieutenant-Commander Le Strange) when we arrived, but returned shortly afterwards and then came on board the *Bacchante* and asked us to dinner with him. This is a well-sheltered anchorage lying between Bere Island and the north shore of Bantry Bay. It may be entered at either end, and at any state of the tide, by ironclads of deep draught. Within, the water lies clear and deep beneath the shadow of craggy grey limestone hills, which vary in height from 300 to 3,000 feet, and there is ample room at Berehaven for even a larger fleet than that which is now under Admiral Hood's orders. It was a splendid evening, the light lingered long in the west after the sun had gone down, and was reflected all over the smooth waters of Bantry Bay in which the hill-tops and the clouds were mirrored surprisingly clear. At 11.10 exercised at night quarters with the fleet; second night in succession we have had this.

July 22*nd*.—Midshipmen's half-yearly examination proceeding; busy also making up logs and watch-bills. Very jolly meeting old *Britannia* shipmates, of whom there are many here on board the other ships. Left Berehaven, Bantry Bay, at 3 P.M., and proceeded out of harbour in single column in line ahead, *Bacchante* being last ship in the wake of *Minotaur*. When outside, the twelve ironclads were formed into three divisions, each led by a flagship, with the *Bacchante* on the starboard beam of the *Minotaur*. The eight ships of the Reserve Squadron—*Warrior* (Captain R. C. Douglas), *Lord Warden* (Captain Lindesay Brine), *Hector* (Captain R. Carter), *Penelope* (Captain H. F. Nicholson), *Valiant* (Captain H. B. Woollcombe), *Audacious*, *Defence* (Captain A. T. Thrupp), and *Hercules*—are manned by the coast-guardsmen, who are thus taken to sea for drill and exercise for six weeks every summer. Every coast-guardsman goes once in two years. For fighting purposes the ships and guns are all obsolete: a couple of modern French ironclads with their breech-loading and small-shell machine-guns (capable of penetrating twenty inches of armour), would make matchwood of the lot with the greatest ease, however brave the men on board might be, for none of them have more than five inches of armour, and they represent the stage at which naval construction had arrived a quarter of a century ago. They yet serve a good purpose in the time of peace, not only by sparing the costly new ships, but by supplying a very healthy and practical form of floating gymnasium, for the crews. Men can be drilled on board of them, not only to be gunners, but to be seamen. For purposes of

war, however, they are only dangerous as tending to lull the shore-going Englishman into a false belief that he has a navy adequate to his defence. Capital for electioneering purposes is apt also to be made out of their existence. They make an imposing show in the ports of Ireland or Scotland, and on water as well as on paper; but the Channel and Reserve Squadrons' apparent strength is show and nothing else. These huge gymnasia are thus a dangerous means for misleading the country; they are really a makeshift, and so far from being a sign of our strength at sea, are a proof of how much remains to be done to put the navy in a proper condition. It is a fine sight, nevertheless, to see the combined squadrons moving slowly in line over the water, though the stately procession does not in reality mean all that it appears to. Just before leaving Berehaven we heard that our old commander, Lord Ramsay, had succeeded his father as Earl of Dalhousie. It was another lovely evening; as we left the anchorage there were several peat-fires burning on the hill-side with the smoke slowly curling up.

July 24th.—Proceeding steadily four knots. Perpetual signalling all the morning, fine practice for our signal staff, who are new to squadron sailing. In the afternoon the twelve ironclads were at steam tactics; from two lines they formed into four, and went through various evolutions, crossing and intercepting each other's path scientifically, and in different ways, according to signal, turning and manœuvring, separating and closing in. The *Bacchante* was ordered to look out on a given bearing four miles distant, whilst the evolutions were going on. Took up our station again at 7 P.M. The same thing happened on each of the next few days.

July 26th.—There were no evolutions to-day, as a man was buried belonging to the *Valiant*. After evening quarters we got the bar up and had our usual gymnastic exercise.

July 27th.—We are having lovely weather with a gentle breeze from the southward, and we all feel glad to be once more away at sea. There are many porpoises about which afford objects for launching the "good and kind's" harpoon at from the glacis (happily without effect) as we lie off during the afternoon evolutions. When these manœuvres are over we have our share of the fun in the way of sail drill with the other ships, which is a good thing for our men, considering the long time the *Bacchante* has been in the dockyard. The four Channel ships, *Minotaur*, *Agincourt*, *Achilles*, and *Northumberland*, usually beat us in time and in

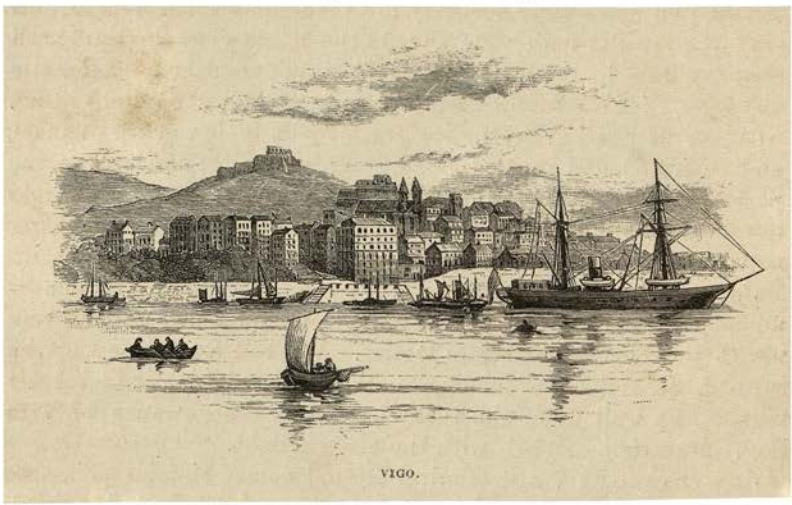
smartness, as they have had so much more drill together than we have, though we hold our own with the "gobbies." Whenever two or more ships are in company together, and the same evolution has to be performed at the same time by them, no matter what the evolution may be, there is a race which shall have finished first, which is often decided by a very few seconds only. We are abreast of Finisterre this evening; it is a splendid moonlight night. The thirteen large ships of the combined squadrons, with the *Hawk*, *Lively*, and *Salamis* (as tenders), are proceeding along together in silence over the dark waters; only the lights of each ship to tell that the two lines are true to their stations and keeping exactly the same distance from each other as in the broad daylight hours. We pass now and again trading steamers on their way up Channel, and their red and green lights—according as they pass us on the port or starboard—coming up out of the darkness and going into the darkness, are the messengers that tell of the never-resting network of Britain's trade and influence.

July 29th.—To-day as there is a fresh breeze from the south-west, by permission of the admiral, we lie off under sail all day whilst the fleet are at steam tactics. We had a fine view of the Spanish coast in the evening, both of the highlands and their villages, as well as of the rocky islands at the entrance of Vigo Bay. Exercising signals with the electric light.

July 30th.—At 7 A.M. admiral altered course sixteen points to starboard, that is right-about-face, and stood off from the land. Prepared for action aloft, after which there was a funeral on board the *Northumberland*. This is the third in the squadron since we have left Bantry Bay, but as there are over 8,000 men in the thirteen ships of the squadron, this would be no more than the usual average of the death-rate. At noon altered course to stand in towards the land. There is a beautiful breeze from the north, and after the usual evolutions in the evening, on sighting land again, altered course sixteen points to starboard and stood off for the night.

July 31st.—At 1.30 A.M. Admiral altered course sixteen points to port, and shaped course for Vigo Bay, which we entered about the dinner hour. Fine mountainous coast outside; the Bayona Islands at the entrance are rocky and jagged, with a lighthouse on one fork. They protect the bay entirely from the Atlantic swell, and as the wind is generally from the north down the coast of Spain, the harbour is practically land-locked. The anchorage, off the town

of Vigo, is about ten miles from the islands at the entrance of the bay. We anchored at 2 P.M. in a good position off the town. The *Bacchante* came in last, and steamed up between the two lines of ships to her berth right at the end of the weather line, next to the *Minotaur*, and so pretty close to the landing-steps. The square houses of the town, towered and tiled, and the old church with its double steeple and tang-tang bell seem close upon us, and above all rises the hill with the Spanish fort on top.



VIGO.

AT VIGO.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P M.	Noon.	6 P.M.
Aug.		°	°	°	°
1S.	Calm	67	66	69	68
2	Calm	67	66	70	70
3	S.W. and N.E. 1	66	63	75	77
4	N. 3·4 and variable	63	63	67	70

August 1*st*.—Lunched with Admiral Hood on board the *Minotaur*. Afterwards went over the ship with the flag-lieutenant and some of our gunroom friends, with whom we spent the greater part of the afternoon, feeding a tame cockatoo, looking at photos and a lot of Caldas ware from Lisbon, and other curios. Later on

went on board the *Hercules*. It was a rainy and miserable afternoon. Spanish frigate, *Villa de Bilboa*, arrived and saluted Admiral Hood's flag.

August 2nd.—At 10.15 A.M. the Duke of Edinburgh called alongside the *Bacchante* in the *Northumberland's* steam launch, to take some of the officers for a picnic up to the head of Vigo Bay. On starting the weather looked very unpromising, for clouds were hanging low on the hills all round the bay; but they all cleared off, and the view six miles further up, where the bay narrows in, was very pretty. The hills are rugged, their bases are covered with fields of light-green maize, which looks like young sugar-cane at a distance. On the south side of the harbour runs the new railway with its many cuttings and bridges; it is to be opened in January next. We landed at the head of the bay beyond Quarantine or St. Simon Island, and proceeded at once to lay out the seine and then haul it up on the beach of the mainland. The beach hereabout is broad and sandy, but there were only a few fish caught. Many old men, fisher boys, girls and matrons, short and yellow-skinned and black-haired and full of good humour, came down from the village to see what was going on, and one of our party was very industrious with his pencil in sketching them as well as the seining party. One old gentleman thoroughly enjoyed skylarking with the youngsters. Adams (our general messman), by the Duke's invitation, and in memory of the old *Sultan* days, has come to superintend the lunch, consisting partly of the fish just caught, which he has spread out in a maize field at the top of a small cliff. We found it very hot in the sun, and those who had brought umbrellas were glad to use them. One of the fisher lads of the village volunteered to show the blue-jackets a better place to cast the seine, about a mile further on round a small promontory to the north of where we were; he jumped into the boat with them, and while they were pulling round we all walked there along the beach. Here, though the net was hauled two or three times again, in spite of the most sanguine hopes and the most vigorous gesticulations, we failed to secure anything except much green seaweed, which made the net exceedingly heavy, and a few cuttle-fish and stray crabs. The green seaweed was at once collected by the peasants and carried off in carts for manure. Some of us fancied that the friendly fisher-boy who had directed our labours hither, had had an end in view other than that he professed; and certainly our labours profited his village friends more in this way than they did our-

selves as far as fish were concerned. The tide was falling fast and many boats of fishermen were now putting out to go further down the harbour in order to net fish on the tide turning. There was a small fight between two young bulls, which had been brought down to the beach by two young girls, who were powerless to restrain them, until one girl more clever than the other stopped the combat by throwing a quantity of green food between them; they paused at once and down went their noses in the fodder in peaceful happiness. A quantity of black sheep and pigs were also driven down to the beach, but for what reason was not apparent, unless it be for rubbing their muzzles in the salt. The whole of our party, old and young, with shoes off, waded about in the water and picked up the cockles, which are very abundant, and of which large quantities were consumed before we divested ourselves of the rest of our clothing and had a good swim in the bay. We got away about 7.45 P.M. in the steam launch, and steamed round the north end of St. Simon's Island and so out and down the harbour. It was a splendid evening, and at sunset the lovely effects of light on the hills and clouds were the delight and the despair of the artist of our party. We had to go easy many times while passing through the nets which the fishermen had spread here and there in the three miles of narrows to catch the fish that were coming in with the returning tide, and which they were watching in their boats, shouting to us as we passed. We got on board about 9 P.M.

August 3rd.—Name day of the Duchess of Edinburgh, and (as the Duke is with the fleet) the combined squadrons dressed with masthead flags, and the Russian standard at the main. The flagship (*Minotaur*) fired a royal salute at noon. The band of the *Bacchante* played on board the *Hercules* at the Duke's dinner in the evening. *Bacchante* was coaling all day.

August 4th.—Manned and armed boats. In the afternoon walked through the town of Vigo, where there is much new building going on; the houses are white in front, and some have pretty iron verandahs and curious screens; but the smells are more powerful than pleasing. The water supply here is so bad that it has long been forbidden to the Queen's ships to take any from the shore; there are, however, plenty of beer and grog shops, which seemed to be pretty largely patronised by the liberty men of the fleet. Walked on right up to the fort at the top of the hill: saw here, for the first time, vines growing over trellises at a short distance from the soil. It is a mountainous country inland, but the

view is not much except across the harbour and towards its head. As the English walk about on shore here they are hailed by the little boys with "I say," "I say," which appears to them very amusing. Returned down a splendid avenue of old trees into the town, and after waiting a short time on the esplanade, where some of our fellows were playing lawn-tennis on the grass, which has been levelled for a court by the *Achilles*, we went off in a shore-boat in order to be in time for bathing from the ship, which we have enjoyed very much each day we have been here. Just before leaving the esplanade we saw the procession of a priest and sacred image start to go out to the small hill outside the town; crackers and fireworks were let off before it every now and then as a sort of salute and to draw people's attention.

Admiral Sir William Hewett came on board to-day; he came out in the *Warrior*, as Captain Douglas's guest, to see the steam tactics; the Duke will give him a passage to England in the *Hercules*.

VIGO TO COWES.

Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	P.M.
Aug.					N.	W.	°	°	°	°
5	...	...	...	S.W. 3, N.W. 3·7·3	...	...	64	66	70	70
6	N. 67 W.	...	76	N.W. 3	42·46	19·26	66	65	69	69
7	N. 14 E.	...	88	N.W. 3·5	44·11	9·59	65	65	69	69
8S.	N. 30 E.	...	120	N.W. 4·2	45·54	8·34	64	63	66	66
9	N. 39 E.	...	119	N.W. 3·4	47·38	7·10	64	63	98	66
10	N. 27 E.	...	125	N. & N.E. 1	49·29	5·44	62	62	67	66
11	N. 8 E.	...	25	N.E. 2·3	49·32	5·7	62	62	69	67
12	...	...	164	N.E. 3·4	50·33	1·0	62	63	69	71
13	...	...	18 8	N.E. 2·3	...	...	64	64	70	72
Total distance..... 743 miles.										

August 5th.—Admiral Hood shifted his flag from the mizen to the fore on promotion from Rear- to Vice-Admiral: the *Agincourt* saluted the flag with fifteen guns. There is evidently some *fête* on with that image at the top of the hill, for we can see quite well a small concourse of people clustering up there, and they are still firing crackers and rockets. At 4 P.M. weighed and followed the other ships of the squadron out of the bay by the northern entrance (the same by which we had entered). The *Warrior's* machinery is

disabled, and she is prevented from following us out, so she remains at anchor. The *Bacchante* is told off by the admiral to pass on the signals which the *Warrior* was then making about her accident. When outside, shaped course north-west-half-north. Glad to be at sea again.

August 6th.—Duke of Edinburgh's birthday. Prepared for action aloft, exercised at general quarters. At 12.10 the *Warrior* and *Salamis* (Commander A. Fitzgeorge) are observed coming out from Vigo to rejoin the flag. We are pitching somewhat, but not sufficiently to interrupt the usual gymnastic instruction on the horizontal bar after evening quarters.

August 7th.—At 9 A.M. all the squadron made plain sail, as there was a brisk breeze from the north-west, and continued so (with steam) during the whole day—a rare sight in the present day, thirteen men-of-war under canvas. After evening quarters took in second reef of topsails, and before midnight furled sails as wind had shifted and then fell light.

August 10th.—The last two days have been beautifully fine weather, calm with bright sunshine. Since we have been with the squadron our men have been digging out much better, as competition seems to have put them on their mettle. For times of drill the *Bacchante* has usually been fourth or fifth ship in the squadron, although in the heavy drills we have hard work to hold our own against the larger complements of the bigger ships. But competition with the other ships' companies at sail drill has sharpened up our men considerably. They had rather fallen off through the ship having been so long in the dockyard, but are now beginning to work much better together, so that when we join the Flying Squadron we hope to be by no means the worst of the crews. Sail drill was formerly so important that it is still part of the routine of every day on board a man-of-war when weather permits. This drill consists in taking in as rapidly as possible every sail that the ship can carry; a vessel may be seen with every sail set alow and aloft, and in three or four minutes all will be taken in except close-reefed topsails that would be carried in a gale of wind; or a sail is supposed to be split, and it is at once furled, sent down, and replaced by a new one from the sail-room; or a spar is supposed to be sprung, when all sail on it must be immediately taken in, the injured spar must be replaced by a sound one; then the yards are again sent up and the sails set as before. Signal for the special drill which the Admiral may select on any particular evening to be

executed by all the ships of the squadron is made from the flagship; when it is hauled down all the men scamper aloft, and each ship endeavours to perform the evolution or drill ordered in shorter time than another. For a ship to excel in exercise aloft the highest degree of organisation is required; the intricate tracery of ropes, whose various purposes to the landsman appear so hopelessly confusing, is to the sailor a beautiful and perfectly adapted machine for controlling the spars and sails which give life and motion to his ship, as his own sinews and muscles give motion to his body. As our muscles are directed by reason and instinct, so must these ropes be manned by men familiar with the objects they serve. If a sail is to be taken in, men are stationed to let go some ropes and to haul on others. If the man is flurried and loses his head, and lets go his rope too soon or too late, the sail may be split, the yard may be sprung, and the safety of the men, or even of the ship herself, may be endangered. Sail drill is therefore not only useful for a gymnastic exercise to the men, but as a training for them in readiness, handiness, and general smartness. We are making up for the Lizard and towards evening pass several outward-bounders under full sail coming down Channel. Sighted the Lizard Lights at 8 P.M. Admiral made signal to alter course in succession; while we were doing so a thick fog came on, through which, however, the stars overhead were clearly visible. The flagship was firing the usual half-hour gun, and each ship sounding her pendants with the steam whistle, or siren, in succession, every ten minutes during the whole night as we steamed away and stood off from the land; the fog lifted for a little about midnight.

August 11th.—In the morning watch several brilliant meteors were observed; at 5 A.M. when the fog lifted and cleared off the whole fleet was in station. As we watched the sun rise out of the sea and over the fog, the orb came up first red and then golden, and next the fog-streaks, blown by the wind from the east as it were "away from before the path of the chariot of the mounting king," were spread high up overhead. At first, as day dawned, the hulls of the ironclads loomed, one after the other, dark through the fog, and then shortly afterwards as their wet sides caught the rays of the increasing sunlight they glistened for a few minutes as if they had been magically changed to white.

At 6.30 A.M. altered course in succession 16 points to port. The Admiral made a signal that he was very pleased with the way the ships kept station during the fog last night, and then at 8.15 the

Reserve Squadron parted company, and a signal was made to *Bacchante* to proceed to Spithead, as the Channel Squadron were about to spread for target practice. We steamed away up mid-Channel. A calm day, bright sun, and what little wind there was from the east. Passed more ships on their way down Channel under full sail. Overtook the *Hector* as she was making up for Southampton Water: we were going 8 knots and easily passed her. Sighted H.M.S. *Porcupine* on the starboard bow and exchanged numbers with her. Sighted the Start Point at 6 P.M. and passed it and its light at 8 P.M. Looked out towards Dartmouth and saw the high land there; it was a clear starry night and the young moon set shortly after the sun.

August 12th.—At 1 A.M. sighted the Shambles Light, and at 5.30 A.M. H.M. brig *Marten* made her number, and in the breakfast hour we were off St. Catherine's Point. After divisions put target overboard and fired shot and shell at it, off Ventnor. Which done, passed on up Channel; Shanklin, Brading, and the white cliffs of St. Helens all standing out clear over the calm grey sea. Although there was a good breeze from the east the thermometer was over 70°. At 1.30 made our number to the *Duke of Wellington*, and observed H.M.S. *Hecla* lying at Spithead, where we came to an anchor at 3.40 P.M. While the captain had gone up harbour, to call on the Port Admiral, the Princess of Wales with our three sisters came on board from the yacht *Fortuna*, with Miss Knollys, Sir H. Keppel, Sir Allen Young, and Lord Charles Beresford: and after them came the Prince of Wales from the *Zuleika*, with Captain Stephenson, as they happened to be cruising in this direction. They stayed on board about three-quarters of an hour, and then returned to Cowes. The *Hecla* (Captain Morgan Singer) sailed the same evening for the Mediterranean.

August 13th.—At 1 A.M. arrived H.M.S. *Newcastle* (Captain Kelly), and during the morning arrived also H.M. ships *Minotaur* and *Penelope*. At 12.30 weighed and proceeded under steam for Cowes, where we anchored in the Roads at 2.30 P.M., at a safe distance from the shore and shipping. The same afternoon we went for a cruise in the yacht *Formosa*, and returned on board in the evening. Found *Belleisle* at Cowes as guardship. The *Lively*, bearing the Duke of Edinburgh's flag, and the *Hector* arrived at Cowes.

August 14th.—At noon we went on board the R.Y. *Osborne* and proceeded to Portsmouth, where we went over the dockyard with

Admiral the Honourable F. A. Foley, especially to see the 81-ton gun hoisted from the lighter preparatory to being placed on board the *Inflexible*, and then lunched with Prince Edward of Saxe-Weimar at Government House. We afterwards attended the athletic sports, on the new recreation ground, between the two Services; the Princess of Wales gave away the prizes. It was a lovely day. We returned to Cowes in the evening.

AT COWES.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Aug.		°	°	°	°
14	N.E. 2·3	65	65	68	71
15 S.	N.E. 2·3	64	64	70	70
16	N.E. 2·3	65	65	65	65
17	N.E. 2·4	65	65	65	70
18	E.N.E. 4·6·3	65	65	69	68
19	N.E. 4·2	65	65	65	66
20	N.E. 2·1	65	65	68	69
21	N.E. 2·3	64	65	69	68
22 S.	E. 3·5	63	63	68	69

August 15*th.*—The Prince and Princess of Wales and our three sisters, and the Duke of Edinburgh, with Miss Knollys, Sir H. Keppel, Captain Stephenson, and Lieutenant Le Strange, came on board to morning service, which was held on the quarter-deck, under the awning. In the afternoon the *Himalaya* passed to the westward with troops for the Afghan War.

August 16*th.*—At drill with the other mids before breakfast, and saw the *Osborne* going away to Portsmouth, where the Prince of Wales presented new colours to the 23rd Royal Welsh Fusiliers. Had school in the forenoon, and in the afternoon gun drill and gymnastics on the horizontal bar. The *Osborne* made fast to her buoy at 8 P.M. when we went on board for a short time.

August 18*th.*—Cowes regatta. Yacht sailing races going on during the day, with a nice breeze from the east. Pretty sight watching them round the Prince Consort's buoy, which is close under *Bacchante's* stern.

August 19*th.*—Went up to Osborne to see the Queen and the Empress Eugenie, who returned from the Cape on the 17th, and is staying there; and afterwards went in the *Osborne* with Captain

Lord Charles Scott, the first lieutenant, and four gun-room messmates, westward through the Needles, round into Christ Church Bay where we landed and had a seining party on the beach. We had some difficulty in getting ashore at the mouth of the little river and some of us got rather a ducking. After lunch we had fine fun hauling the seine: we all of us, as it was a warm summer's day, were in the water with our clothes on ducking and swimming about; two of the leading hands in these gambols were the two rival captains (*Bacchante* and *Carysfort*) who seemed to revive the memory of their gun-room days, when they were youngsters together. Lady Waterford came down on to the beach from the house just above. On going on board the *Osborne*, several of the party, as the steam launch came alongside, jumped overboard, but all, after a longer or shorter swim, came safely up the gangway, more or less blown and glad to go below and change their clothes. Returned to Cowes before dusk.

August 20*th*.—In the forenoon the steam pinnace was away firing outrigger torpedoes, and in the afternoon blew up an old shore boat, bought for the occasion, by a hand-charge. At 4 P.M., race between the officers of the *Victoria and Albert* and those of the *Osborne*, in six-oared galleys, in which the latter won. At 8. P.M. the Prince of Wales came on board to dine with Captain Lord Charles Scott and the officers of the ship. The dinner was under the poop and the guests were, Admiral Sir H. Keppel, G.C.B., Captain Thomson (*Victoria and Albert*), Captain Carter (*Hector*), Captain Stephenson, C.B., Staff-Captain Balliston, and Mr. Francis Knollys. Afterwards the *Bacchante* Snowdrop Minstrels performed on the quarter-deck: and when the Prince of Wales left, the ship was lit up with blue lights.

August 21*st*.—The Queen crossed to Portsmouth in the *Victoria and Albert* with *Alberta*, in order to bid farewell to the Rifle Brigade, who were leaving this day. Her Majesty went on board the *Jumna* and was met there by the Prince and Princess of Wales, who had previously crossed over from Cowes in the *Elfin*. Admiral Sir Cooper Key arrived from London and stayed the night on board the *Osborne*. The next morning, after church, the *Jumna* passed, with the Rifle Brigade on board, outward bound for India, and was cheered by the three yachts, the *Hector* and the *Bacchante*.

August 23*rd*.—At 9 A.M. weighed and proceeded to Spithead (eight miles), where we anchored at 10.40 A.M., and all the afternoon were employed getting out powder and shell, and the next day

proceeded up harbour and secured alongside the Sheer Jetty, where we remained until September 11th, preparing for our cruise with the Detached Squadron (amongst other things re-shipping our forecastle gun, hoisting out and shifting ballast). The *Inconstant*, commissioned to-day, is to bear the flag of Rear-Admiral the Earl of Clanwilliam, C.B., with Captain Fitzgerald as flag captain. She has, apparently, a fine ship's company; we see them almost every day marching down through the dockyard to their ship, as they are at present berthed on board a hulk till they have made her ready. Seamen proper are entered as boys, who are instructed for some time (usually two years) in training-ships before being drafted for sea service. The limits placed in recent years by the Legislature on the means of enforcing discipline in the Navy have rendered necessary great care in the selection of boys, so as to exclude any whose antecedents are such as to render it probable that there would be difficulty in controlling them under the regulations now in force. Even with this careful selection the maintenance of discipline is at present sufficiently difficult. The result of this system of entry has been to raise considerably the tone of the man-of-war's men, so that among the seamen of to-day, quietness and order being the rule, the reckless, jolly sailor of tradition is rarely found. The instruction of boys entered for the service is most carefully carried out; and continues on board the sea-going ship to which they may be drafted till they are eighteen years of age, when they are rated Ordinary Seamen, and draw their grog and tobacco like full-grown men. The fleet at sea in peace time is now not sufficient to keep all our men-of-war's men in proper practice, so that some of them rust in harbour ships, occupied with employments which could be well met in some other way. Nothing can be more dangerous than the idea that strong hands and stout hearts are all that is required; with the costly and complicated ships and weapons of the present day, high training is absolutely necessary for the men that have the working of them, and some training for nearly all officers. Such knowledge cannot be given in a moment. Hence the utility of sending numbers to sea in training squadrons for the special purpose of exercising men on salt water. But employment in flying squadrons has not been popular, as a rule, among officers or men, on account of its being particularly arduous and irksome.

August 25th.—Fleet surgeon A. Turnbull, M.D., joined, and next day Lieutenant A. C. Smyth, R.M.L.I. Four days' leave were given to the port-watch, and when they returned, on the 31st,

four days' leave were given to starboard-watch. From September 1st to the 10th the *Bacchante* was preparing for foreign cruise. On Monday, September 6th, there was a pulling race at Cowes between the boats of the *Osborne*, *Seaflower*, and *Esk*. The *Osborne's* galley (seamen), steered by Eddy, came in first, and the officers' crew of the *Osborne*, steered by George, came in second. On the 7th the Lords of the Admiralty arrived at Portsmouth, and came on board the *Bacchante* on the 9th, on which day also Admiral the Earl of Clanwilliam and Captain Lord Charles Scott dined on board the *Osborne* with the Prince of Wales. On Saturday, September 11th, the *Bacchante* proceeded to Spithead in the forenoon, and on Monday, the 13th, we hoisted in our powder and shell.

Sept. 14th.—The Prince of Wales, with Prince John of Glücksburg (brother of the Princess of Wales), Prince Louis of Battenberg, Sir H. Keppel, and Captain Stephenson, came with us on board the *Bacchante* at Spithead. The weather was wet, rough and squally, though every now and then the sun shone out brightly for a few minutes, during one of which intervals the Prince of Wales and his party were photographed with the officers under the poop. They, after lunching on board, proceeded in the *Bacchante*, which weighed shortly after 4 P.M., from Spithead down the Solent towards Cowes. At 5.40 P.M., about midway, the Prince of Wales left, and went on board the *Osborne* (which was accompanying us) in order to return to London. About this time there was a succession of fierce squalls with heavy rain, as thick as hail, which completely hid everything from view within a few yards of the ship, and this rendered it somewhat difficult to communicate with the *Osborne*. The last we saw of her through the mist and rain was with the signal flying bidding us "Farewell and God's speed." We anchored off Cowes at 6.30 P.M. for the night. Our cruise, as now planned, will take us right round the world with the Training Squadron. We hope to get through the Straits of Magellan by the end of December into the Pacific; and, after visiting Chili, Peru, Quito, and the Yosemite Valley from San Francisco, to arrive at Vancouver's Island by May; and to proceed by the Sandwich Islands and Japan to China, where we hope to arrive not later than September, in order that during October (if duty permits) a visit may be paid to Pekin. This is the one month in the whole of the year, owing to the alternations of extreme heat and cold which there prevail, during which such visit would be at

all practicable; and this is the one date of all others that will therefore be strictly adhered to. This projected cruise of a Flying Squadron to the Pacific was originally designed in the same way as preceding ones for the training of the officers and seamen of Her Majesty's fleet, and the passages were to be made almost entirely under sail. The *Bacchante* is to cruise for a month off the northern coast of Spain till the squadron comes together at Vigo; and this is to be the cruise as at present arranged—

	Distance.	At Sea.	Approximate Dates	In Harbour.	Approximate Dates.
	Miles.	Day		Days.	
Portsmouth to Vigo or Ferrol	650	5	Sept. 8 to 13	10	Sept. 13 to 23
Vigo to Madeira	600	5	23 to 28	7	28 to Oct. 5
Madeira to St. Vincent.....	1020	8	Oct. 5 to 13.....	5	Oct. 13 to 18
St. Vincent to Montevideo ...	3600	30	18 to Nov. 17	10	Nov. 17 to 27
Montevideo to Falklands.....	980	8	Nov. 27 to Dec. 5	7	Dec. 5 to 12
Falklands to Valparaiso	1760	12	Dec. 15 to 27	12	27 to Jan. 8
Valparaiso to Islay.....	990	8	Jan. 8 to 16.....	7	Jan. 16 to 23
Islay to Callao.....	400	3	23 to 26.....	3	26 to 29
Callao to Guayaquil	700	6	29 to Feb. 4...	21	Feb. 4 to 25
Guayaquil to Galapagos	650	5	Feb. 25 to March 2	2	March 2 to 4
Galapagos to San Francisco...	2760	28	March 4 to 31	21	April 1 to 21
San Francisco to Vancouver	700	7	April 21 to 28	30	28 to May 28
Vancouver to Honolulu	2400	20	May 28 to June 21	14	June 21 to July 5
Honolulu to Yokohama	3600	30	July 5 to Aug. 5 ...	14	Aug. 5 to 20
Yokohama to Kobe.....	360	3	Aug. 20 to 23	7	23 to 30
Kobe to Nagasaki	360	4	30 to Sept. 3	7	Sept. 3 to 10
Nagasaki to Chefoo	500	4	Sept. 10 to 14	28	14 to Oct. 2
Chefoo to Shanghai	500	5	Oct. 12 to 17.....	10	Oct. 17 to 27
Shanghai to Hong-kong	700	4	27 to 31.....	14	Nov. 1 to 14
Hong-kong to Bangkok	1500	12	Nov. 14 to 26	7	26 to Dec. 3
Bangkok to Singapore	800.	6	Dec. 3 to 9	... From Singapore visit Sarawak, Malacca and Penang. If the squadron be ordered home thence (and the visit to Australia and the Cape be given up), then would return through Suez Canal thus—	
Singapore to Trincomalee ...	1400	12	Jan. 1 to 13.....	7	Jan. 13 to 20
Trincomalee to Colombo		2	20 to 22.....	7	22 to 29
Colombo to Aden	2400	14	29 to Feb. 13..	2	Feb. 13 to 15
Aden to Suez	1308	9	Feb. 15 to 25	After visiting Egypt, spend Easter in Syria, and perhaps join Mediterranean fleet for their summer cruise.	

SPITHEAD TO PORTLAND.

Date.	Distance. Steam.	Wind.	Temperature.			
			Sea.		Air.	
			Noon.	6 P.M.	Noon.	6 P.M.
Sept.			°	°	°	°
14	..	N.W. 3·5, S.W. 3·7	65	64	62	60
15	8	S.W. 7, N.W. by N. 7·6	64	64	64	60
16	47	N.W. 3·6, N.N.E. 9·8	64	64	65	64
Distance...	55 miles.					

Sept. 15*th.*—Weighed at 3 P.M. The sun was shining brightly though the gale continued. Lord Colville and Sir Allen Young came on board, and the latter proceeded with us as far as Yarmouth, where we again anchored at 5.30 P.M. Found here H.M.S. *Porcupine* surveying. After evening quarters we had the vaulting horse up for the first time on the quarter-deck and did some gymnastics. A very dirty night, and barometer very low; until the weather moderates it is no use going further down Channel, as we are not hurried or pressed for time.

Sept. 16*th.*—At 6 A.M. mids all out at their club and dumb-bell exercises before breakfast: at 9.30 A.M. weighed and proceeded under steam through the Needles for Portland. The wind is blowing a strong gale from the north-east off the land, where it seems comparatively clear, and thus we take our last look of Christ Church Bay, then old Harry, Durlston Head, Tilly Whim, the new lighthouse foundations on Anvil Point, St. Aldhelm's Head, Chapman's Pool, Encombe, Swire Head, and so on to Lulworth Cove. In the afternoon, about 2.30 P.M., dropped a target overboard and fired at it with shot and shell; the gun, manned by the marines, shot it clean away. Anchored at Portland at 4.30 P.M. and found there the *Warrior*, *Boscawen*, and *Nautilus*.

AT PORTLAND.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Sept.		°	°	°	°
17	N.N.E. 4·6, N.W. 3·4	63	63	63	63
18	N.W. 3·4, W.S.W. 6·7·8	62	62	60	61
19 s.	W.S.W. 5·6, W.N.W. 1·2	62	63	57	60

Sept. 17*th.*—In the morning running Whitehead torpedoes, one of which went to the bottom and stuck in the mud, but by dredging it was set free, rose to the surface, was then secured and taken on board again. (Each torpedo is worth 500*l.* We carry only six, and always practise with two in order not to damage the other four.) Mr. Perceval, of the Royal Yacht Squadron, came in this afternoon in the cutter yacht *Caprice*: he is a keen fisherman and has been setting his trammel net in the bay. He dined on board, and his

various yarns on the subject have acted as an incentive to make us desirous of following his example elsewhere.

Sept. 18th.—Firing at a target a short distance from the ship with the boat's guns (nine-pounders). The Guernsey steamboat came into the Roads with a disabled telegraph ship in tow, and a number of small coasting vessels have taken shelter behind the breakwater. We hear from Abergeldie that the weather in the Highlands has been very fine. Here, however, it is still quite the reverse, with torrents of rain and pretty continuous strong westerly winds, which would be dead ahead for going down Channel.

PORTLAND TO FERROL.

Date	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam				Noon.	6 P.M.	Noon.	6 P.M.
Sept.					N.	W.	°	°	°	°
20	...	...	...	N.N.W. 4·6, N.W. 3·4	...	...	62	62	61	61
21	...	...	100	N.W. 5·4	49·55	5·1	62	63	63	61
22	S. 67 W.	...	112	N.W. 3·4, W. 2·3	49·11	7·41	61	62	65	61
23	S. 34 W.	...	107	W.S.W. 2·1, Calm	...	9·11	62	61	62	62
24	S. 37 W.	74	5	S.S.E. 3, S.S.W. 2·3	...	10·21	63	62	66	65
25	S. 7 W.	53	...	S.S.W.W. 2, N. 2·3	45·47	10·30	63	62	65	66
26 s.	S. 26 E.	68	...	N.E. 2·3, E. by S. 1·2	44·46	9·48	62	63	67	67
27	S. 28 E.	91	10	E. by S. 4·5	43 28	8·20	62	63	69	71
		286	334							

Total distance... 620 miles.

Sept. 20th.—The barometer seems slowly rising, and the wind is now in the north-west and therefore no longer dead ahead, but on the starboard bow for going down Channel, so at 2.30 we weighed under steam and proceeded out of Portland Roads. Fine weather overhead, and there seems every prospect of its continuing. (It is a curious coincidence that just one year ago we started from this same port on our first cruise to the West Indies.) Rounded the breakwater, and then on through the Race, ship going steady as a rock: Pennsylvania looked very pretty in its

dell: and so out into the Channel. As soon as the anchor was catted and fished, after evening quarters, up went the bar and we were at gymnastics again. We are going very slowly, and only make between three and four knots over the ground, as there is a strong tide against us; the wind is fresh but not against us. Though we had heard in the morning that the sea was running high we did not find it so, the ship was very steady all down Channel. We lost sight of Portland Lights at 7 P.M. and sighted the Start at 9 P.M., and before turning in thought of our old Dartmouth days. In order that we may realise the more readily what is going on at home from hour to hour we shall keep the two little timepieces in our cabin always at Greenwich time. At present the hours at home and those on board are the same, but when once we begin to go westward the ship's time will rapidly get behind English time. Already it feels warmer than at Portland.

Sept. 21*st.*—At 3.30 A.M. observed the light on Plymouth breakwater, and at 8 A.M. were thirty-one miles off the Lizard. There were several fogbanks drifting about in the Channel; we were in one all the forenoon, but got out of it at 11 A.M.; but shortly after the dinner-hour another closed over us which came floating up before the wind, which is now south-west, with mist and rain; this gave us a chance of trying new arrangements with the steam whistle, which kept up its lugubrious, but necessary sighing all day. The wind freshened from the south-west in the evening, drifting the fog before it. We saw the sun go down behind a double fogbank; one was a golden colour and the other a dull leaden grey. The streaks of this latter lay across those of the former, and were at first lower down on the horizon. They created a curious appearance as they rose bodily and slowly up off the surface of the sea, and allowed the yellow to shine out under them as well as above. At half-past five we are abreast of the Wolf Rock, and at 8.30 P.M. off St. Agnes and the Bishop; we are making very slow progress; there is no wind worth speaking of, but somewhat of a swell still on.

Sept. 22*nd.*—Bright clear morning, fog all gone, the sea a magnificent blue; shaped course for Ferrol, west-south-west. Shoals of porpoises came plunging round the ship, tempting targets once more for the harpoon off the glacis, but it is no go. Their flesh is no use for eating, but their skin makes capital leather. There is a warmer feeling in the air. We are now about the spot where

we parted company from the combined squadrons on our return from Vigo.

Sept. 23rd.—In the forenoon, after morning prayers, made plain sail, and after the dinner-hour raised the screw. The sea was very smooth and there was just a little breeze from the south-east. Although we are making very little progress yet the quiet motion of the ship through the water under sail, after the constant thud and vibration of the screw, was most delightful. Porpoises still gambolling round. At noon Ferrol is 270 miles distant. It is seldom that this part of the Bay of Biscay is as we find it to-day, scarce ruffled by wind or swell. But each of the five times that we have crossed the Bay in the *Bacchante* we have been favoured by most beautiful weather.

Sept. 24th.—Making very little way; wind nearly all gone. In the afternoon, after we have had our usual gymnastics on the horse and bar, it became misty and drizzling, and the wind falling altogether we were flopping idly about in the centre of the Bay on the swell which was now coming up from the south-west, so at 5.30 P.M. got the screw down, but did not steam. After quarters wore ship and again at 9.15 P.M., the wind being very light. There was a mist and fog when the moon rose, and at 10.30 P.M. a fine lunar rainbow in the west. This was on the mist in the opposite quarter of the heavens to the moon, and formed a sort of silver arch with very faint prismatic colours. The stars were glinting and winking mysteriously over the top of it through the misty vapour, and we thought that if any Danish elves had lost their way and got so far south they might be dancing along it,

> "Or going up with music
> As on cold starry nights,
> To sup with the Queen
> Of the gay Northern lights."

Sept. 25th.—At 6.30 A.M. got the screw up again as the fog has cleared, and set the stunsails, the wind being fair, northerly and light. At 8 A.M. we were 180 miles from Ferrol. One of the loveliest days we have yet had, with the sun shining brightly, and as our course is due south there is a gentle steady breeze right aft. Existence itself is a pleasure as we glide with a gentle rocking motion over the sea. After evening quarters let go the life-buoy, hove the ship to, and lowered the life-boat (making belief that a man had fallen overboard), picked up the buoy, which of course had floated astern, in three minutes after it had been first let

go. The top of these life-buoys is furnished with a self-acting light which will burn for twenty-four minutes. Directly the buoy is set free, as it can be by any one on deck, from where it always hangs in the stern of the ship, it lights itself and so can be seen on the water during the darkest night. The lights are placed on the buoys after evening quarters every day at sea.

Sept. 26th.—At 8 A.M. we were 100 miles from Ferrol; almost a dead calm. With stunsails set both sides, we are only making a little over two knots; the sea is as blue as a hyacinth, only a few clouds flecking the sky; but slowly up from the north-east came a breeze, strengthening hour by hour, cool and fresh out of the Bay, which blew the waves slightly foaming on our port-beam, until after evening service it was strong enough to carry us along six knots, and in the first watch over seven. There were a few yellow jelly-fish floating round us in the morning; and one great white fellow kept rolling himself about two feet out of the water astern and then subsiding till he rose again. He was too far off to distinguish who he was or what was his name; but he didn't belong to the porpoise family—his behaviour was quite different from theirs. A number of gulls and Mother Carey's chickens kept following the ship, whose breasts, as they wheeled in the sunlight, glanced out a yellowish brown; their movements were as graceful as can be conceived as they thus circled in pairs at play together; it almost seemed as if they were aware we were watching and admiring their exhibition. Beautiful starlight night.

Sept. 27th.—At 5.30 A.M. down screw, shortened and furled sails before breakfast, and began steaming at seven. Sighted the coast-line of Spain, with its mountains, through a golden haze, while the sea is blue and crisped with what is now a headwind for us, as we make up for Ferrol. We steamed in through the narrow entrance, which reminded us of the entrance to Dartmouth Harbour, past two forts on the bare hill-sides, where there is a sharp turn which brings you right under the guns of one of the forts. At 12.30 we anchored. It is nearly 10° warmer in here than it was outside. We can see the Spanish dockyard and towers of Ferrol over the trees on the Marina, and the training-ship for Spanish naval cadets is lying moored in the middle of the north side of the harbour. The captain called on the Captain-General, the Vice-Admiral, and the Admiral of the port.

Sept. 28th.—After morning school the boats were away exercising under sail; the whaler, in charge of George, did very well. In

AT FERROL.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon	6 P.M.
		°	°	°	°
Sept.					
28	E. 5·1, N.E. 3.4	63	62	75	71
29	E. 3 3, N.E. 2·1	63	63	73	72
30	Variable 1·2	63	62	67	68
Oct.					
1	Calms	63	63	68	72
2	Calms	63	63	70	70
3 S.	Calms S.W. 3·4	63	68	75	70
4	S.W. 7·6	63	63	72	70
5	S.W. 8·6·3, S.S.W. 2·6.	62	62	59	68
6	S½ W. 7.10, W½ S. 7	61	61	63	60
7	W. by S. 3·7, S.W. 3·5	60	60	60	60
8	S.S.W. 3·5, W.S.W. 2·4	60	60	60	60

the afternoon went on shore for a walk, passed the dockyard, which is extensive but apparently quite deserted, and the huge barracks are standing now without a single occupant. Then up through the town, which is large and clean; the streets are paved with flat blocks of stone, but no wheel or horse traffic exists. There are some good shops—one large chemist in particular; every street is at right angles to the other; then up to the north gate of the town. There are extensive walls all round, with forts which enclose a space ten times too large for the present inhabitants and which they say has never been fully occupied. These mediæval walls are now all falling to ruins. The glass-enclosed balconies, painted bright green, and the iron banisters in front of the houses have an odd effect. Walked on outside the gate down a ferny lane to the head of the bay, and then under huge Spanish chestnut trees amid fields of bright-green maize to Chamorro, and up the hill, under the pines and over heather and bracken and quantities of gentian, crocus, and violets, that burst up from the turf on all sides. From the summit, by a huge protruding rock which had been blasted and the stone quarried and carried down the hill for building purposes, there was a very fine view; the hills of the mainland of Spain were grey in the distance to the south, and Betanzos Bay is distinctly visible over the high land which separates it from Ferrol Bay. Then we came down to the old church of the Virgin on Chamorro. This is a most curious old place, and, it is said, and appears to be, built over Druidic stones; a huge stone protruding from the earth is

preserved just inside the entrance; and the church appears to have been built thus over an older sacred site. When we looked in, Vespers were going on, and two or three peasants were on their knees. In the house which adjoins the west end of the church and communicates with its gallery, an old couple now live; but the larger house at the east-end, probably once occupied by clerics, is in ruins. Outside the church there is a curious verandah or covered terrace, facing south, from which the view looking over Ferrol is very pretty and similar to that from the summit. This shrine of the Virgin is a favourite one for seamen to frequent before leaving or on returning to Ferrol. Doubtless many a fervent prayer from worshippers, dead and gone centuries ago, has been breathed to Heaven from this spot for safe voyage, of self or lover, to the new world and over the Spanish main and home again; and other prayers, too, for less selfish ends, such as, in particular, the overthrow of England's heretic Queen, before the Spanish Armada left this port, and for what the worshipper regarded as the good of Christendom to be thus achieved. These were answered in very deed, though in a way quite other than the worshipper could have himself fancied. As we returned to the town we started a black hare and put up some partridges from the brushwood. We were told that game is plentiful here, but this is all we saw.

Sept. 29th.—After morning drill the midshipmen bathed, as also had the "hands" previously. At school as usual all the forenoon; but after dinner went over the dockyard, in which are lying the *Numancia* and the *Vittoria*, two ironclads, one of which was the first ironclad that doubled Cape Horn in 1865. The *Vittoria* was given by the English (together with *Almanza*) to the Spanish Government in 1873 after our Navy had taken her from the Communists at Cartagena. The head constructor, Señor Bona, a shrewd, and apparently, a clever man, went round with us and showed us, amongst other things of his own invention, an apparatus for taking a double observation. Most of the machinery which is worth anything was, however, made in England by John Brown. The great difficulty in getting anything done in the dockyard is want of labour, no true Spaniard being willing to do one inch of work: hence for the large outlay on their navy the Spanish receive very little for their money.

Sept. 30th.—After bathing and drill we left the ship with the captain and nine other officers for Corunna. The Vice-Consul, Don Anton Garcia, met us on board the little steamer which plies

daily across Betanzos Bay between here and Corunna, a distance of about ten miles. We started at 9 A.M. The morning was foggy at first, but before we arrived at Corunna, at 11 o'clock, the fog had completely cleared off. The town lies on two sides of its little bay, the more modern part on the north side and the old town on that to the south. We landed from the steamer in a small boat and walked through the Almada to Mr. Walker's, the British Consul, at the west end of the town. He then procured a guide, who took us to Sir John Moore's grave which is at the east end. He is buried on the bastion of the old fort overlooking the bay, and as the fort is no longer used for military purposes it has all been planted out as a flower-garden, and whatever may have been the mournful circumstances attending the old hero's funeral, his remains now rest peacefully amid roses, geraniums and orange trees: though it is but seldom that the footsteps of kindred Englishmen break the lonely silence of the spot. There is a view off the ramparts of Corunna Bay beneath on their southern side and of the mountains in the interior. One postern gate, opening out just below from these fortifications on to the beach, was pointed out to us as being the one through which many of the Spanish soldiers marched down on the day on which they embarked in the Armada. It is marked by a cross over its centre. We then walked out of the town past some immense barracks and the Protestant cemetery to the tower of Hercules, a granite-built light-house 332 *feet* high. The interior of this is probably the construction of the Phœnicians, who erected a tower here B.C. 700. We went inside and to the top. Here we were shown elevations and plans of the three towers which have stood at this spot: the present one, whose walls are now seven or eight feet thick, is evidently built round and outside the others. Nothing short of a very severe earthquake could shake it down: *it* is visible sixteen miles out at sea, and its flashing light for twenty miles. We walked back into the town, which is cleaner and brighter than Ferrol, and larger, and in which there are, too, some vehicles moving about, though there are none at Ferrol: we had lunch at a Spanish inn, and after another hurried visit to the Consul's (whose child was baptised to-day, as there is no British chaplain resident anywhere near here) we went down through the gardens on the Almada and embarked on board the steamer for Ferrol at 3 P.M. The remains of an iron steamer that had run on the rocks, just outside St. Antonio, in a fog two years ago, are still to be seen there. Had a pleasant run across Betanzos Bay, passing several

strange-rigged boats as used hereabouts: they are flat-bottomed, have a heavy mast, raking forward, and a huge sail. Arrived at Ferrol at 5 P.M. in time for an evening bathe.

Oct. 1st.—After dinner manned and armed boats, and then went with the Vice-Consul and most of the gun-room officers on board the *Asturias*, the training-ship for naval cadets. She is not so large as our own *Britannia*, but their scheme of instruction is modelled on ours, only instead of being a two-year it is a three-years course. She was beautifully clean and well kept, and the arrangements for the cadets, of whom there are 100, seemed excellent. The cadets sleep in cots, not hammocks, and these are slung from the beams between decks in two tiers, so they do not occupy more space than hammocks would. The mess-room was on deck; and the studies are large and with a peculiar arrangement of book places. Most of the lads are nice sturdy, open-faced youths. We heard nothing of any cricket field or recreation ground ashore. We went over the captain's quarters (who was not on board), and into the ward-room, where there were some interesting pictures in oils of old Spanish ships.

Oct. 2nd.—A large party of fifteen left the ship by starlight at 5.30 A.M. and pulled two miles across the bay to Seijo (Seiho), where ponies had been ordered to meet us. They were a very heterogeneous collection both as regards beasts and saddles; some of the latter were very rough and scarce held together, but others were the usual gay Spanish saddles made of carpets and side-bags, with huge bucket-like stirrup-irons. We mounted and rode to Cabeiro. As we jogged along the road that gradually rises the whole way, the views that opened out were very bold; first was Pont d'Eumé, with its long bridge and embankment over the mouth of the river Eumé; the village itself is on the opposite side of the valley. Here we turned to the left, and, still rising, obtain a wider view both over Ferrol and Betanzos Bays right away to Corunna with the tower of Hercules. The whole of this part of the coast of Spain is indented by large bays, more or less land-locked, and excellent harbours; the sea in the distance appears beautifully blue to-day, while in the interior, range after range of hills open out, on one of which, opposite, rises a curious tower, which belongs to the Duc d'Alba, a cousin of the Empress Eugenie. After riding up and up, about 10 A.M. we came, over the sierras, suddenly upon a deep glen, which opened almost beneath our feet. The road here was very rough and it was very warm. We arrived at the chapel

of Our Lady of the Snows, where some of the party were glad to rest in the cool shade for half an hour. Thence we took a boy for our guide, and began to descend on foot the valley of Eumé, the sides of which are clothed with dense woods of scrub oak, chestnut and laurel bushes, all of a dark, glossy green; at the bottom of the glen runs the Eumé, over slag and pebbles, one of the best trout and salmon rivers in Spain. It was very like a Devonshire stream, except that the hills are here much higher. Two of the party returned home in the evening with good baskets of fish, trout and sea-trout, most of them over a pound. The day was perfectly cloudless, and the river like crystal; under these conditions the flies found most taking were a very small Wickham-fancy, and a small red spinner. We led our ponies down the narrow path through the woods—a very steep and rocky descent—to the ruins of an old monastery which stands on the summit of a knoll rising from the middle of the stream and encircled by it. The monastery was inhabited till 1855, when Prim's Republican Government forced the monks to retire. In many parts of the walls the old chestnut wood beams and carved cupboards still remain intact in their places. The building could be put in repair for a small sum, and it would make a charming retreat for any one who liked solitude and fishing. On each side, facing north and south, are two terraces, on which the monks could either sun themselves or enjoy the shade; and the old chapel, in which St. Rosendo used to officiate, though its roof is gone, is still all but entire. He it was who mortified himself by wearing an iron band round his body, which he locked up fast and threw the key into the river there below, never to be unlocked till his sins were forgiven. Years after he went away and became a bishop. One day a fish was caught and taken as a present to the bishop from the river by his old monastery. When it was opened the key of his iron belt was found inside, a sign to him that he was forgiven. On the walls are a few frescoes, very roughly painted; that of the Annunciation can be traced in the small chapel of the Virgin which stands behind the other. The entrance to the monastery is now over heaps of ordure, as many beasts are stabled in the gateway, and the outhouses are apparently occupied by a small farmer; but once inside the buildings, it was very pleasant. We lunched on what we had each brought in our pockets, and sat and looked out on the hills untouched as yet by any tinge of autumn and all one mass of glossy green, with a bright blue sky

overhead, and the sound of the rushing waters of the stream below, into which we soon ran down and bathed. It is just such another as that described in Childe Harold's Pilgrimage:—

> "The horrid crags, by toppling convent crowned,
> The cork-trees hoar that clothe the shaggy steep,
> The mountain moss by scorching skies imbrowned,
> The sunken glen, whose sunless shrubs must weep,
> The tender azure of the unruffled deep,
> The orange tints that gild the greenest bough,
> The torrents that from cliff to valley leap,
> The vine on high, the willow branch below,
> Mixed in one mighty scene, with varied beauty glow."
>
> Canto i., Stanza xix.

At 12.30 we started homewards, leading the ponies up the hill and finding it uncommonly hot. The views this way and in the afternoon light were, if anything, more beautiful than in the morning. We much enjoyed our ride back to Seijo, where we arrived at 4.30 P.M., galloping and skylarking the whole way. Here we found the cutter waiting for us; rowed back to the ship in time for a further evening bathe. Found they had been amusing themselves on board by laying out a bower anchor and running torpedoes. This province (Galicia) is full of metals and undeveloped wealth; but the Spaniard has not enterprise to work them himself, and is averse to the introduction of foreign capital. Wages are low, but labourers are lazy; one Englishman will do more in one day than ten natives. There is great official corruption and much smuggling in these parts.

Oct. 3rd.—Usual Sunday services. In the afternoon many of the young gentlemen from the *Asturias* paid the *Bacchante* a visit on the captain's invitation, and when some of our midshipmen, who were showing them over the ship, tried to explain things in French to them, they were met by the reply "We do not understand English." The commodore from the *Vittoria* came on board, and as the barometer was falling fast (from 30·27 to 29·84), he predicted that we should have a gale next day from the south-west, the usual St. Francis gale at this season. After evening quarters got in the accommodation ladder, and made ready to go to sea to-morrow morning.

Oct. 4th, St. Francis Day.—Dressed ship with masthead flags, Spanish flag at the main, and fired a salute of twenty-one guns at daybreak in honour of its being the name-day of Don Francesco d'Assisi, the husband of the ex-queen of Spain and mother of the present king. The same salute was fired at noon and for a third

time at sunset, following the motions of the Spanish frigate and fort. We were to have sailed to-day, but as the barometer is still steadily falling the captain decided to remain.

Oct. 5th.—Barometer still falling all day, and a stiff breeze from the south-west early in the morning and again in the evening, though it lulled in the middle of the day. Brilliant meteors observed.

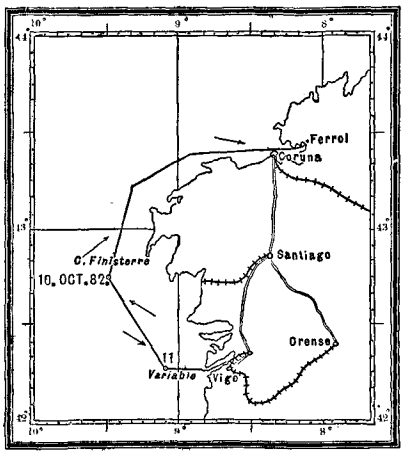
Oct. 6th.—Gale from the south-west blowing very strong. The cutter, that went in to the pier with the stewards before breakfast, could not get off to the ship till the dinner hour. We let go the starboard anchor and bent the sheet cable, and for three hours there was a succession of heavy squalls, during which it was almost impossible to stand on the poop. In the afternoon, when it quieted down a bit, a party of five landed and went shooting over towards Laguna. They came back in the evening without anything: there are a few partridges, black hare and snipe, but the exercise of walking on the hills is its own recompense.

Oct. 7th.—The barometer is rising, but the wind has backed, and it is still squally; a Spanish gunboat that went out of harbour in the morning returned in the afternoon. We weighed the starboard anchor. George went fishing with the captain to the Jubia river. Very good sport was generally got there, the flies found most taking were "cock-u bon dhu" and red and black spinners; often three or four dozen trout were caught in an afternoon to one rod.

Oct. 9th.—We left Ferrol at 3.30 P.M. under steam for five knots. It is much colder since the gale, and there is now a moderate breeze from the south-west; outside there is a slight swell, but nothing to speak of, although we saw a brig in Betanzos Bay, approaching Ferrol, that was rolling very heavily; we passed the steamer from Corunna going in to Ferrol, and were off Sisagas Light about 10 P.M. Coming out of Ferrol is the time to read the last chapter of Froude's *History of England*, lxxi. "The Armada."

("In 1588, thirty years of peace were supposed abroad to have emasculated the once warlike English nation, and to have so enamoured the people of quiet, that they had no longer energy to defend their own firesides. The general impression was that if a well-found army could be thrown on shore in any part of the kingdom, the power of England would collapse in ruins. London itself was undefended, and there was not a fortress in the whole island which would delay an army for an hour. When Elizabeth's

FERROL TO VIGO.



Date.	From Previous Noon.		At Noon.		Temperature.			
	Distance. Steam.	Wind.	Lat.	Long.	Sea.		Air.	
					Noon.	6 P.M.	Noon.	6 P.M.
Oct.					°	°	°	°
9	...	W. by S. 2·6, S.W. 1·2	...	...	60	60	61	58
10S.	96	N.W. & W. 4·6, S.W. 5·6, S.E. 4·5	42·45	9·30	60	61	62	60
11	70	S.E. 4·5, N.W. 1·2	42·17	9·6	61	61	64	62
	24							
Distance... 190 miles.								

naval resources were all counted, including vessels which had been built by her father and sister, the entire English navy contained only thirteen ships above 400 tons, and in the whole fleet, including fifteen small cutters and pinnaces, there were only thirty-eight vessels, of all sorts and sizes, carrying the Queen's flag. The largest ship in England at this time belonging to a private owner did not exceed 400 tons, and of vessels of that size there were not more than two or three sailing from any port in the country. The armed cruisers which had won so distinguished a name in both hemispheres were of the dimensions of the present schooner yachts in the Cowes squadron. But when the moment of trial came,

Hawkins sent the Queen's ships to sea in such condition, hull, rigging, spars, and running ropes, that they had no match in the world either for speed, safety or endurance. In ordinary times one or two second-class vessels alone were left in commission, which discharged the duties very imperfectly of Channel police. The Navy did not exist as a profession. The great merchants in every port armed the best of their ships.

"The spring of 1588 was wild and boisterous beyond experience. The Armada was to have sailed in the middle of May, but the weather continued desperate; a wild winter had been followed by a wilder spring, and the lengthening days were still the only signs of approaching summer. The summer as it deepened only became more and more stormy. Meanwhile the slow, lingering, long-expected Armada was approaching completion. Three nations, Spanish, Italian and Portuguese, had furnished their several contingents. On the fleet itself the treasures of the Indian mines had for three years been freely lavished. In the six squadrons into which it was divided, there were sixty-five large ships; the smallest of them was of 700 tons, seven were over 1,000, and the largest, an Italian, was of 1,300. All were built high, like castles, their upper works musket-proof, their main timbers four and five feet thick. In Plymouth Sound there were in all twenty-nine Queen's ships of all sizes; ten small vessels belong to Lord Howard and his family, and forty-three privateers between forty tons and 400, under Drake; the united crews amounted to something over 9,000 men. The names of the Spanish and of the English ships, either by accident or purpose, corresponded to the character of the struggle —the *St. Matthew*, the *St. Philip*, the *St. James*, the *St. John*, the *St. Martin*, and the *Lady of the Rosary*, were coming to encounter the *Victory*, the *Revenge*, the *Dreadnought*, the *Bear*, the *Lion*, and the *Bull*; imaginary supernatural patronage was ranged against human courage, strength, and determination.

"The fighting fleet, or Armada proper, consisted of 129 vessels, the smaller division of 65 galleons of larger tonnage than the finest ship in the English navy. The store of provisions was enormous. It was intended for the use of the army after it landed in England and was sufficient to feed 40,000 men for six months. They sailed from Lisbon on the 29th May. The northerly breeze which prevails on the coast of Portugal was unusually strong. The galleons standing high out of the water and carrying small canvas in proportion to their size worked badly to windward. They were

three weeks in reaching Finisterre, where the wind having freshened to a gale, they were scattered, some standing out to sea, some into the Bay of Biscay. Their orders in the event of such a casualty had been to make for Ferrol. There, the weather moderating, the fleet was again collected by the 6th July. All repairs were completed by the 11th, and the next day, the 12th, the Armada took leave of Spain for the last time. The scene as the fleet passed out of the harbour of Ferrol must have been singularly beautiful. It was a treacherous interval of real summer. The early sun was lighting the long chain of the Galician mountains, marking with shadows the cleft defiles, and shining softly on the white walls and vineyards of Corunna. The wind was light and falling towards a calm; the great galleons drifted slowly with the tide on the purple water, the long streamers trailing from the trucks, the red crosses (the emblems of the Crusade) showing bright upon the hanging sails. The fruit boats were bringing off the last fresh supplies, and the pinnaces hastening to the ships with the last loiterers on shore. Out of 30,000 men, who that morning stood upon the decks of the proud Armada, 20,000 and more were never again to see the hills of Spain. Of the remnant who, in two short months crept back ragged and torn, all but a few hundreds returned only to die. The soldiers and sailors of the doomed expedition against England were the flower of the country, culled and chosen over the entire peninsula: they were going upon a service which they knew to be dangerous, but which they believed to be peculiarly sacred. Every one, seaman, officer, and soldier, had confessed and communicated before he went on board. Gambling, swearing, profane language of all kinds had been peremptorily forbidden. Private quarrels and differences had been made up or suspended—no unclean person or thing was permitted to defile the Armada; in every vessel and in the whole fleet the strictest order was prescribed and observed. On the first evening the wind dropped to a calm; the morning after (the 13th) a fair fresh breeze came up from the south-west, and in two days and nights they had crossed the Bay and were off Ushant. The same night the wind increased to a gale and they hove to. Four galleons were driven upon the French coast, and another foundered. The weather was believed to be under the peculiar care of God, and this first misfortune was of evil omen for the future. The storm lasted two days, and then the sky cleared, and again gathering into order they proceeded on their way. At daybreak on the morning

of the 20th, the Lizard was under their lee. When the Spaniards with 150 sail, large and small, first sighted the coast of Cornwall, Hawkins and Drake had but eighty sail in Plymouth harbour ready for action; they came out by moonlight that night and hovered in their rear just out of cannon shot. Towards eight o'clock the next morning (July 21st, 1588), the breeze freshened from the west. The Armada made sail and attempted to close. The high-towered, broad-bowed galleons moved like Thames barges piled with hay; while the sharp low English made at once two feet to the Spaniards' one, and shot away as if by magic in the eye of the wind. It was as if a modern steam fleet was engaged with a squadron of the old fashioned three-deckers, choosing their own distance, and fighting or not fighting as suited their convenience. On the 27th the Armada was off Calais. But it was the action before Gravelines of the 30th July, 1588, that decided the largest problems ever submitted in the history of mankind to the arbitrament of force. Beyond and besides the immediate fate of England, it decided that Philip's revolted Provinces should never be re-annexed to the Spanish Crown. It broke the back of Spain, sealed the fate of the Duke of Guise, and though it could not prevent the civil war, it assured the ultimate succession of the King of Navarre to the French Crown. In its consequences it determined the fate of the Reformation in Germany; for had Philip been victorious, the League must have been immediately triumphant, the power of France would have been on the side of Spain and the Jesuits, and the thirty years' war would either have never been begun, or would have been brought to a swift conclusion. It furnished James of Scotland with conclusive reasons for remaining a Protestant, and for eschewing for the future the forbidden fruit of Popery, and thus it secured his tranquil accession to the throne of England when Elizabeth passed away. Finally it was the sermon which completed the conversion of the English nation, and transformed the Catholics into Anglicans. Had the Armada succeeded even partially in crushing Holland and giving France to the League, England might not have recovered from the blow, and Teutonic Europe might have experienced what France experienced in the revocation of the Edict of Nantes. The coming of the Armada was an appeal on behalf of the Pope to the ordeal of battle, and the defeat of Spain with its appalling features, the letting loose of the power of the tempests—the special weapons of the Almighty—to finish the work which Drake had but half completed, was accepted as a

recorded judgment of Heaven; and the magnitude of the catastrophe took possession of the country's imagination.")

Oct. 10*th*.—At 1 A.M. altered course and pointed yards to the wind, and at 3 A.M. were abeam of the light on Cape Villano, and were off Cape Finisterre at 8 A.M.; the Cape appears to be on a lowish island projecting from higher masses above. It is a bright sunny morning, and several steamers are passing in either direction. After morning service we are still off Cape Finisterre; for there is a strong current against us, and we are only going two and a-half knots over the ground. It came on to rain towards the evening, but we were able to see clearly Corcubion Bay, where the survivors of H.M.S. *Captain* landed in 1870. After evening quarters reduced the speed of engines.

Oct. 11*th*.—We stood off and on the land all night, and in the morning were still in view of the entrances to the three bays, Corcubion, Arosa, and Pontevedra; this last has a fine mountainous coast. All the forenoon we were prize-firing, eight rounds from each of our fourteen guns. Harrington, with the marines' gun, won the first prize, and Tree, with George's gun, won the second. After picking up the target, we steamed into Vigo Bay through the southern entrance by Bayona, and anchored in our old berth, off the town, at 5 P.M., again saluting the Spanish flag with twenty-one guns.

AT VIGO.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Oct.		°	°	°	°
12	Variable 1·2	60	60	65	66
13	E. 1·2	60	60	62	58
14	Variable 1	60	60	65	64
15	Calms and S.E 2	60	60	63	64
16	S.S.E. 3·1	60	60	64	65
17S.	Variable 1	60	60	69	64
18	Calms	60	60	68	66
19	Calms and W. by W. 1·2	61	61	63	63
20	Calms and S.W. 1·4	61	61	66	66
21	S.W. 3·5·7	62	61	68	67
22	S.W. 3·8	60	60	70	67
23	S.W. 6·3	61	61	69	69
24S.	S.W. 3·1	61	61	69	66
25	Variable 1	61	61	70	68
26	N.E. 1·2, S.S.W. 3·7	61	61	72	68
27	S.W. 5·7	61	61	68	65
28	S.W. 7·9, W.N.W. 1	61	61	67	59
29	S.W. 3·6·8, Calm	62	62	65	64
30	S.W. by W. 3·9·2	61	62	65	65

Oct. 12th.—Usual drill and bathe before breakfast and study afterwards. In the afternoon landed, went up into the town, and taking the road which leads away to the west, made for a chapel which we saw standing on the summit of a hill in the interior. The country is much greener than when we were here before at the end of July with the Combined Squadrons. At one place we went into an old churchyard, and saw a number of skulls and bones that had been dug up in order to make room for fresh interments, as there was not much depth of earth on the rocky hill side. These had been placed in heaps at the back of the church, and one empty altar tomb there had been crammed with them. The country paths between the vineyards and the orchards are in many places paved, and form regular water courses, on each side of which, as in the shady English lanes, are growing numerous and fine ferns. It is chiefly in the south of Spain that the Republican feeling is growing; here, at Vigo, politics are subordinated to commercial considerations; and the members of the municipality unite in endeavouring to develop the capabilities of the port, which are great, and will become still more so when the railways are open from the interior; the more ambitious even hope to supplant Lisbon. Meanwhile the value of land here is fast increasing; a plot that two years ago would have sold for 500*l.*, cannot now be got for 3,000*l.*, and building is going on in all directions. The wreck of a barque, the *Laboramus of Dundalk* was towed into the bay this afternoon, having been apparently abandoned by her crew at sea as long ago as last May, so that she has been drifting about ever since; there are signs of fire upon her forecastle and her poop.

Oct. 13th, St. Edward the Confessor of England.—Eddy's name-day. Manned and armed boats in the forenoon. The Spanish Brigadier-General commanding the troops visited the ship, and on leaving was saluted with eleven guns. It was damp and showery. Watching the sea-gulls astern of the ship, where lots of them were swooping over the water after the garbage adrift. Their curious fidgety ways and silly looks, as they hang in the air, appear as if they were timid of swooping for the white filth: one comes down and picks up a piece in his beak, fluttering the whole time and not touching the water, and then another, instead of helping himself, flies screaming after the first, "flutter, flutter, κήϋξ, κήϋξ[1];" and then down

[1] "And who was Ceyx? Halcyone was a fairy maiden, the daughter of the beach and of the wind, and she loved a sailor-boy, and married him; and none on earth were

comes another, half hopping, half flying, with his feet tucked up under him, the very image of silly indecision, but manages to snip up a morsel, which he swallows on the wing with difficulty, for, apparently, to move the muscles of the throat while those of the wings are in full play is not easy; and so they wheel and wheel in ever-graceful curves.

Oct. 14*th.*—The first sound that comes, borne off the land, in the morning is the creaking of the ox-carts, like hurdy-gurdies, and the same noise follows you with a sad and remorseless monotony wherever you go on shore. Each wheel is made in two pieces which are bolted together and, being never greased, contribute, with the axle, to drown every other sound in the neighbourhood of the cart. At 7 A.M., we started with the captain and four others on a fishing excursion to San Pio. We drove there twelve miles along the road, and then dividing, two of us proceeded to fish down stream and caught half a dozen trout; the rest fished up stream and got eight dozen. We used chiefly "cock-u bon dhu," "red spinner," and "red ant;" the day was occasionally cloudy, and the water a little discoloured with the late rains. We did not get back till 7 P.M.

Oct. 16*th.*—To-day, as so many other days, we were busy painting and smartening up the boats and ship preparatory for an inspection, often expected in the West Indies, at Bermuda, on return home, on joining or leaving the Combined Squadron, and now again on the coming arrival of the admiral with the Detached Squadron. At 6.30 A.M. we started with the captain and six other officers in the steam pinnace to go down to the mouth of the bay by Bayona. We took an old man as a guide—with excellent recommendations—and six "smell dogs," which were not of much use as it turned out. Eddy for the first time used his new gun and shot two birds. We had a happy day in the country and started several coveys of partridges and some rabbits, but shot next to nothing. The old man said it was our fault, but we thought it was his. Received a telegram from England, "The Detached Squadron sailed from Portsmouth this afternoon."

Oct. 18*th.*—A lovely summer's day. At 1. P.M., both landed with the captain for a drive with the British Consul, Señor Barcena, to his

so happy as they. But at last Ceyx was wrecked; and before he could swim to the shore the billows swallowed him up. And Halcyone saw him drowning, and leapt into the sea to him; but in vain. Then the Immortals took pity on them both, and changed them into two fair sea-birds; and now they sail up and down happily for ever upon the pleasant seas."—Kingsley, *Perseus*.

country house, nine miles distant on the east of the town. (The proper way to pronounce his name is Barthena: the elegant Spaniard always lisps the C and S, and thus Andalusia is pronounced Andaluthea.) His servant drove us along through the town in his trap, which was built in Scotland and drawn by a nice pair of little black horses. We went right up to the head of the bay, and he pointed out where the galleons sunk by Drake lay, and showed the fort below from which the chain was in those days suspended across to the opposite side (it is where there is visible on the hill by the water's edge the remains of another fort). In the archives of the town there is still the original petition, made by the Spanish admiral, to the municipality for 120 carts to take the treasure up from the ships to Madrid. There is also a further document of only a few days later date saying that these carts were not enough to transport the treasure and that the admiral requested 300 more. The carts used were then very small, for the roads were very rough: as they were also at the same date in England, when nearly all the treasure taken from the Spanish galleon that went ashore at the mouth of Dartmouth harbour was carried inland not in carts at all but on pack-horses. It would appear therefore that the greater part of, if not all, the treasure had been safely conveyed ashore before Drake sank the Spanish ships. The French company that has been lately organised for recovering such treasure by means of diving is therefore all a mare's nest. There were beautiful views over the bay as we drove along: we saw the *lazaretto* below and the sandy spit on which we had drawn the seine with the Duke of Edinburgh at the beginning of August. Arrived at the Consul's house, which stands on the steep slope of the hill in the midst of woods, and a garden very prettily laid out, like that at Bernstorf: the autumn flowers are still bright, and there are many roses and creepers, one, profusely flowered like a potato-blossom, which nearly covers the house: the camelias, azaleas, the white fuchsias and large bushy ericas, are still in bloom, and there are but few trees that have even a tint of autumn upon them. The robins (bisco) were singing (the only birds we have heard sing in Spain) and their faint, quiet note reminded us again of England. There are a great variety of pines, as well as semi-tropical trees, which latter grow well here. The old house is square built and very solid, with staircase and verandah in stone outside; at the southern corner, on the stone, is sculptured the coat of arms of the Consul's ancestor, which is significant, as showing that he had signorial rights and

could cut off men's heads. Beneath is an old dungeon. The old house was in ruins when he got it; he put it in order, and made it what it is. Wandered up the hill behind, through the wood, from openings in which we look down on to other mountains, pine-clad and with a few white cottages and churches here and there, and on Redondello village and the railway just beneath. At one place in the wood there was a curious invention for frightening rabbits away from the plants in the garden. It is a small trough suspended at one end of a pole, at the other end of which is a heavy metal hammer; the pole is balanced on a post, about three feet from the ground. Into this small trough water falls from a spout, and when the trough is full its weight being then greater than the hammer, it pitches forward and sinks to the ground; but immediately after it has thus emptied itself, it is raised by the weight of the hammer to its original position. The hammer thus in the meantime has been brought into contact with an empty iron pot turned lightly over on the top of a stick. The constant succession of taps and hammerings thus produced by the water and the weight frightens the animals, and when there are no more to be frightened, you remove the tin pot from under the pole, and the trough and hammer still repeat their see-saw motions but without disturbing the echoes. Behind the wood the hill-top is covered with heather, just like Scotland. We had some sweetmeats and wine under the trees, at one corner, called Buena Vista, where Señor Barcena is about to erect a small chapel to please Señora; and then down into the garden again, where there are a number of trout in artificial streams, just like those on the slopes at Windsor, and with a little fountain and tap too, the very image of one there.

Drove back to town, passing many women on the road carrying heavy weights on their heads, and spindle and distaff in their hands, spinning as they walk along; the distaff being held against their left shoulder and the bobbin twisted with their right hand. Here and there, in the walls by the side of the road were also little shrines, containing representations of the agonies of souls in purgatory; and little boxes below to pay for masses to assist them. Sometimes, however, these boxes serve for the money for the yearly village feast, and the contents are kept by one man in each parish, who has to make up the deficiency if the casual offerings of passers-by be not enough. Before these and other shrines of the Virgin or saints, are deposited little offerings of flowers, or a few ears of maize and Indian corn, in gratitude or else in deprecation. Of this last there have been

two crops this year, and the harvest has been very good; the whole country is now looking beautifully green. The maize was originally brought into Spain by Columbus from Cuba.[1] We got back to the landing-place at Vigo by 6 P.M.

The next few days, Wednesday, Thursday, and Friday, 20th to 22nd October, were windy and squally from the south-west. On Thursday night and on Friday morning there was much lightning in the west, but nothing occurred to interrupt the studies and the ship's harbour routine.

Oct. 23rd.—At 4.15 A.M. to-day H.M.S. *Carysfort*, Captain H. Stephenson, C.B., made her number; she came up the bay and anchored astern of the *Bacchante*, at 8 A.M. She left Portsmouth in company with the *Inconstant*, on Saturday 16th, was afterwards detached to look into Plymouth, but shortly after coming out from that port lost sight of the Admiral and made the best of her way here alone. Captain Stephenson is delighted with his new ship, she is handy and very buoyant and her feathering screw answers admirably, and saves an infinity of trouble and time, now usually consumed in raising and lowering screw. He has steamed here against a head wind and heavy sea, but his little ship rises like a cork over it all. She sails fairly well too, and has plenty of room: she carries her guns on the upper deck and thus has her mess deck clear. The *Carysfort* has brought us a spell of fine weather—since her arrival it has been bright and sunny and it is an absolutely calm night. Dined with Captain Stephenson and much enjoyed hearing news from him about Abergeldie.

Oct. 25th, St. Crispin's Day.—We read this morning the words of Shakespeare's ideal king, Henry V., on the field of Agincourt, fought on the Day of Crispin Crispianus:

> "And Crispin Crispian shall ne'er go by
> From this day to the ending of the world,
> But we in it shall be remembered;
> We few, we happy few, we band of brothers;
> For he to-day that sheds his blood with me
> Shall be my brother; be he ne'er so vile,
> This day shall gentle his condition:
> And gentlemen in England now a-bed
> Shall think themselves accursed they were not here.
> . . . . .
> The day is ours!
> Praised be God, and not our strength, for it."
> *Henry V.* Act iv. Sc. 3.

[1] Hartwig, *Tropical World*, p. 165.

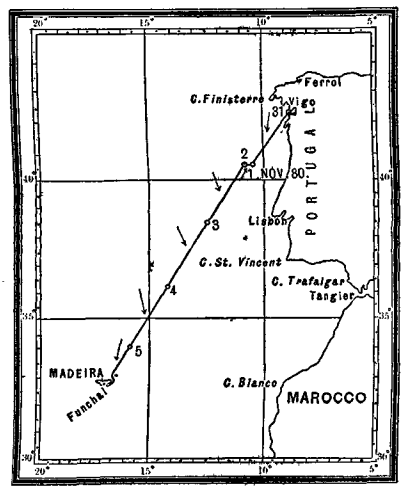
At 2.20 P.M. H.M.S. *Cleopatra* (Captain F. Durrant) made her number, and afterwards anchored off the town. She lost sight of the *Inconstant* on the 21st and remained two days in the fog under sail, when she got up steam and came on here. Her cabins aft are smaller than those in the *Carysfort*, owing to the space which is occupied by the screw well (her screw does not feather) and to the way her glacis is cut away for the training of her after-gun. In the afternoon walked about in the town, visiting an old pottery shop where were all sorts of quaintly shaped utensils for common use, and then out through the Alameda and along the La Guardia road, with the noisily creaking ox-drawn carts, to a curious granite-built sort of wayside inn with a stone portico and resting-place for mules and horses under the trellised vines.

Oct. 26*th*.—It was calm in the morning watch, and at 6.15 A.M. H.M.S. *Inconstant* was observed entering the bay. At 6.45 A.M. we saluted the flag of Rear-Admiral the Earl of Clanwilliam, C.B., with eleven guns, and at 7.20 A.M. he anchored ahead of us. He sailed from Portsmouth on the 16th, and has thus taken ten days to come out. They had very rough weather and have brought it on with them here, for, though it was calm when she was sighted, the wind has been gradually getting up from the south-west, till at midday it was blowing quite fresh (five to seven), and so continued all the night. On the voyage out she was twice taken aback, and lost her galley from the stern davits. She must have been in the centre of the gale on the 21st. The Admiral made the signal that "the squadron will proceed to sea on Sunday, the 31st, at 10 A.M." In the afternoon the *Cleopatra* weighed, and went to the assistance of a Spanish schooner which had been driven by the gale on to the rocks at the mouth of the bay. Both of us much enjoyed meeting our old friends in the gunrooms of the *Inconstant* and *Carysfort*, and comparing notes with them as to their several adventures since we had last met.

Oct. 28*th*.—In the forenoon, as there was a regular gale blowing, we let go second anchor; it is wet, windy and miserable, and the general-leave men must be having a nice time ashore. The new jolly-boat built for the captain by White, of Cowes, was brought out by the *Inconstant*. In time she may become, with judicious care and attention, a grand sailing boat. The gale continued until midday, Friday, when, for a short time, it fell calm, but only to return with renewed force, on the evening and night of that day and the morning of Saturday, with heavy squalls and lightning in

the south-west. During the lull Mr. Blake, the chaplain of the *Inconstant*, came on board in his collapsible dingy; when the water is absolutely smooth, she will carry one person sculling and another light-weight in the stern, but when there is a lop on, the corracle is very wet and requires constant baling. A printed programme of the cruise was sent round to the ships from the Admiral's office; we are a month behind the date for starting from here, but doubtless shall pick it up again at sea.

VIGO TO MADEIRA.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Oct.					N.	W.	°	°	°	°
31S.	...	...	...	W. by S. 4·1	...	...	61	62	63	64
Nov.										
1	S. 33 W.	85	31	N.W. 4·5, N.E. 6·2	40·29	10·19	61	62	63	60
2	N. 87 W.	22	...	N.E. 1, S.W. by W. 5·8, W.N.W. 7·9	40·30	10·48	63	63	65	61
3	S. 31 W.	106	39	N.W. 7·9	38·26	12·24	62	62	62	62
4	S. 31·30 W.	159	...	N.W. 5;7, N.E. 5·3	36·11	14·8	63	63	63	63
5	S. 34 W.	152	...	N.E. 5·6	34·6	15·54	64	63	68	64
6	...	126	...	N.E. 4·6, E. by N. 1·2	...	...	63	66	72	67
		650	70							

Total distance .. 720 miles.

Oct. 31*st.*—A thunder-shower ushered in the day. What little wind there was would be favourable for us when once outside the bay. At 9.30 A.M. the ships of the squadron had steam up for six knots, and at this time there was a splendid rainbow, as a good omen, arching over the course we should steer out of harbour. A few minutes before 10 A.M. we weighed and proceeded down the bay in single column in line ahead, Admiral leading, then *Cleopatra*, followed by *Bacchante* and *Carysfort*, and so went out at the southern entrance. When clear of the islands the Admiral formed columns of divisions in line ahead, the *Bacchante* leading the port column, abreast of the *Inconstant*, at six cables (1,200 yards) distance. We are steering course south-west for Madeira. The weather is bright and sunshiny (a fair omen for our coming cruise). All in the ship feel glad that the *Bacchante* now forms part of a squadron, and are looking forward with cheerful confidence to the drills and other evolutions which we shall now do in company with other ships, thereby enheartening every soul on board to do their very best to win and keep the Admiral's good opinion. After evening service we stopped steaming and made plain sail (as there is a nice 'royal breeze' from the north-west) which done, the *Inconstant* and *Cleopatra* at once went ahead. It was a fine starlight night. Fora Light, Madeira, is distant 558 miles.

Nov. 1*st.*—A glorious morning with the wind right aft from the north-east, a bright sun and the sea as blue as a sapphire. During the morning watch hoisted the screw, which made a considerable difference in our speed, as we went along eight knots under all possible sail, stunsails both sides.

> "Play with your fancies, and in them behold
> Upon the hempen tackle ship-boys climbing;
> Hear the shrill whistle which doth order give
> To sounds confused; behold the threaden sails,
> Borne with the invisible and creeping wind,
> Draw the huge bottoms through the furrow'd sea,
> Breasting the lofty surge: O, do but think
> You stand upon the rivage and behold
> A city on the inconstant billows dancing;
> For so appears this fleet majestical,
> Holding due course."—*Henry V.* Act. iii., Prologue.

The Admiral having made the signal to chase south-west, each ship is doing all she can. The *Cleopatra* is dropping a bit; we passed the *Inconstant*, who has her screw still down; the *Carysfort* is picking us up; the little *C* ships are rolling somewhat. We

thus continued running all the forenoon; about the dinner hour the breeze died away, and at 5 P.M. there was a dead calm. This was (as is so often the case) merely the precursor of a shift of wind. The calm lasted till 8 P.M. when the wind sprang up in the opposite quarter from the south-west and freshened, until at midnight it was blowing pretty stiff; the morning found us under double-reefed topsails heading up north-west, and the squadron was somewhat scattered, having had to wear three times during the night.

Nov. 2*nd*.—At daylight the flagship was about two miles ahead; the wind was still freshening but veering round to the north. After the breakfast hour we took in the third reef of fore and main topsails and close-reefed the mizen topsail. All four ships were then in sight, the two smaller ones hull down, the *Carysfort* steering south, the Admiral and ourselves north, and the *Cleopatra* east. The *Inconstant* and *Bacchante* wore at 9 A.M., and when round we were laying our proper course. The Admiral made the "general recall" and "optional down screw" which we lowered at 10 A.M. Though the thermometer showed 65° we were glad to stand and get warm in the sun, which was shining brightly the greater part of the morning. There were several gulls and Mother Carey's chickens, the latter glossy brown with black tips to their wings, wheeling astern of the ship. Watching the waves under the action of the wind, we noticed how on the top of each high one after it had swept by in its blue majesty all a-wrinkle with the wind and curled over in foam, a sort of reflex swirl in the face of the wind was generated, and how this when broken jetted out in spray which flew off in spindrift and formed a rainbow. It was a sunny afternoon; though the wind was still squally and strong, being close-hauled we only made three and a-half knots; so at sundown the captain began steaming to regain station: we were now rolling and knocking about a bit, and dinner this evening was rather a contrast to that last night in the dead calm. At sea, four-and-twenty hours often bring much change, pleasing or otherwise, in the surroundings; during the same time life on shore at home would be proceeding with a monotonous sameness. At half-past ten, having regained our station, stopped the engines. One roll in the night threw all the books off their shelves right across the cabin, and tumbled one of the small field-guns under the poop loose from its moorings with a fine noise.

Nov. 3*rd*.—During the morning watch shook out the reefs of the topsails and made sail to starboard stunsails and raised the screw.

A lovely morning, wind nearly right aft. Such weather makes mere existence a pleasure, there is a crisp feel in the air. A small blackbird, something like a starling, only with beautiful blue spots on his plumage, settles exhausted on the rigging. The ships are sailing against each other under all possible sail, and at noon we are making nine knots. The *Carysfort* is leading, but we were catching her up when the signal was made to "take up appointed stations for the night"; we ran along all that night over eight knots. At 9.30 P.M. the *Charybdis* made her number as she passed the squadron on her way home from the China station.

Nov. 4th.—A lovely morning, the wind right aft, stunsails set both sides. At 8 A.M. we are 260 miles from Madeira; the weather is growing warmer and very enjoyable; every one seems fresh and happy and the school and exercises are going on well. In the evening there was much lightning in the north-east.

Nov. 5th.—The *Carysfort* has dropped astern a good deal during the night, and the squadron reduced sail to allow her to come up. The wind is now blowing steady from the north-east, the regular Trade, and so continued till we reached Madeira. We have our regular gymnastic drill before breakfast and in the afternoon. To-day, in the forenoon, as always on Fridays, general quarters, which consists in running the guns in and out, going through motions of loading and firing, and laying broadsides, &c. as in action, as well as getting up shot and shell from the magazines. There is a white whale following us, turning and rolling in the waves in the wake of the ship. Three pretty little birds with black spots on white breasts, something like starlings, settled in the mizen rigging; they were quite exhausted and very tame. We chopped up some raw mutton in thin strips to look like worms, and put it here and there on the poop; after eying it wistfully for a short time they hopped down and devoured it eagerly, and then went off into the cutter at the davits to sleep and woke an hour or so afterwards chirping merrily. An old cat we have on board improved the occasion and came prowling out along the deck; but the birds had recovered their strength and made light of her attentions. They had an opportunity of going on shore in the afternoon, as we sighted Porto Santo at 4 P.M.

Nov. 6th.—Sighted Fora Light at 1.30 A.M. At 4.30 A.M. and again at 5.30 A.M. altered course as necessary to make up for the anchorage at Funchal on the south side of the island. Saw the sun rise over the rocky Desertas. What a contrast when we were

last here the same month a year ago! (p. 34). The flagship anchored at 8 A.M. off the Loo Rock and the *Cleopatra* soon afterwards. The *Carysfort* and ourselves were tacking about all the forenoon, as under the high land of the island the airs were variable and baffling. Came to in forty-three fathoms just about the dinner hour, but the *Carysfort* not till three. H.M.S. *Tourmaline* (Captain R. Dennistoun) is anchored close in to the shore, looking much the same as when we first saw her anchored at Barbados on Christmas Day 1879 (p. 50). We little thought then how she and ourselves were destined to sail together round the world with a Flying Squadron. In the afternoon landed at the steps at the back of the Loo Rock with three messmates. At the landing place there is a curious crane which is turned out with long swinging chains; when the surf is running so high that a boat cannot come alongside she is by means of these raised aloft and swung ashore. It

AT MADEIRA.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Nov.		°	°	°	°
7S.	Variable 1·3	67	69	75	68
8	N.E. 5·6·1	69	69	72	68
9.	Variable 1	69	69	69	67

is not required to day, as the water is as smooth as can be. At the end of the pier we mounted the horses (which we had secured at ten shillings a day by telegraphing from Vigo to Souza's livery stables in Rua do Bispo, though the usual hire is 8*l.* a month) and rode through the town of Funchal, which extends for a mile and a-half along the margin of the Bay; its curious narrow streets are paved with short rough slabs of pumice stone. It is a bright warm English summer's day, thermometer over 70°, and the lovely purple flowered Bourgainvilleas which trail over the walls of many gardens as we pass fill the air with their sweet scent. Each horse is followed by a man, who keeps up with it by clutching hold of the tail with one hand, and waves a yak of horsetails with the other to keep off the flies. The men are said to be able to run for thirty miles thus. We went out to the east of the town past the flower and fruit market and along the narrow stone-paved road,

with walls on either side, that leads on and up with many a fine view of the bay below to the "Little Corral." We halted there at the Terrace on the roadside and looked down at the valleys that stretch up into the country before us. All the sides of these valleys are terraced and cultivated with little gardens of sugar-cane, yams, and sweet potatoes. It was very warm in the sun, and very cool indeed in the shade of the trees. There seemed a vast contrast between the two; which must we should think be trying for invalids. There are many fine oaks, planes, and eucalyptus trees, lots of scarlet geraniums, fuchsias and yellow furze all abloom in the open. Each house stands in its own garden. The men who run with the horses have developed remarkably strong haunches from so doing. We came down from the Terrace, mounted again, and rode on to the Convent of Nossa Senhora do Monte: went into the church there, the several altars of which appear rather tawdry, though the artificial flowers in St. Anthony's side chapel were very pretty. After standing for a short time on the top of the flight of steps in front of the convent towers we walked to the basket sleighs just outside and were shot down the hill. Two people sit in one sleigh, three men run you down, two of whom, one on either side, hold ropes which are attached to the front corners of the sleigh, and with these they steer or check its course as the third man shoves behind. They run you down the road that goes direct at a very steep incline from the Convent to the town, paved with little square stones like all the streets, and with houses on either side. The men stopped for a drink of wine half way down, but it is brutal stuff. The sensation in coming down the hill at this high speed is very like that on "a Russian ice-hill"; there is a strong smell of fire produced from the friction of the wooden runners of the sleigh on the small stone pavement. A shilling apiece for each man, three shillings for one sleigh from the Convent to the bottom, is the ample and proper fare. Came off to the ship in the officers' boat at 6 P.M. Two-thirds at least of the export trade of the island is British, and spite of the heavy Portuguese protection dues more than half the imports are also British.

Nov. 8th.—Started at 10.30 A.M. from the ship (with a party of thirteen), to ride up to the "Grand Corral." We mounted our horses at Pontinha, and a little way to the north-west of the town were joined by Prince Louis of Battenberg, and Caulfield from the flagship. Captain Dennistoun and Captain Durrant were also to have joined our party, but they went on ahead and got taken by

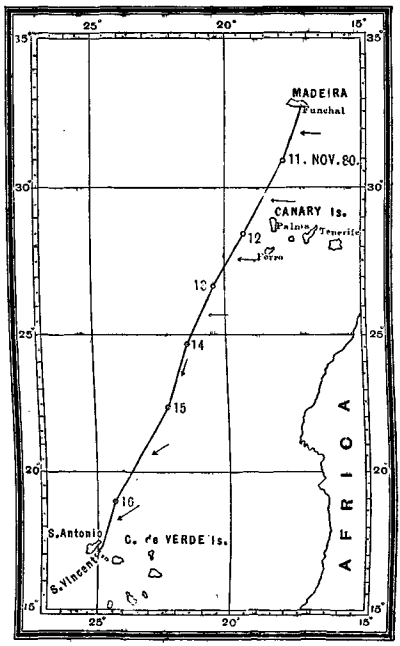
their guides to the "Midshipman's Corral," that is, to the east end of the Grand Corral instead of the west. The ride to this is shorter, but the view not nearly so good; the road thither turns off to the right by the church with a fountain in front of it. We took three hours to ride up (it is said to be sixteen miles from Funchal), spent one hour there, and took three hours coming home. At first we ride along the usual narrow stone-paved roads between high walls with vineyards, now bare of grapes, but with autumn tints on the leaves, which are trained on trellis-work on either side; but after a short time the road strikes up the ravines and mountain passes which deeply furrow the whole island. These, which are all natural watercourses, are spanned by long stone bridges, and their red-earthed and fertile sides are carefully terraced and cultivated. The bright green of the sugar-cane, the little thatched huts with pointed roofs, and the bamboos, bananas, and yams, which were growing on these plats, remind us strongly of the West Indies. The heliotrope, the hydrangea, and the double scarlet geranium are growing wild everywhere, and forming thick hedges; a bulbous lily too, of a faint lilac colour but with no green leaf, was very plentiful. The road kept mounting and mounting; and looking back we had a fine view of the red cliff at the west end of the island, that runs down sheer into the sea. We then came to Estreito, with its oaks and firs, and passed a large house on the left-hand side, the Quinta Bainbridge, which is situated rather too high for living in with convenience, though the air is more invigorating here than lower down. We then pass into a wood of aged chestnut-trees—the remains of those woods whence Madeira is said to have derived its name as the land of Materies, or timber—still mounting towards the right, and up through its slopes, out on to a grassy plateau, looking over the edge of the "Grand Corral, which is a huge valley or chasm in the centre of the island, two miles long and half a mile broad, shut in by the highest peaks, which are very precipitous. We stand on the west side of this and look down upon the valley over the edge of the cliff, which breaks away sheer 2,000 feet below. The summits of the hills surrounding this huge hollow, at this height five or six miles across at least, are all clear cut and jagged. Away to the north rises the peak Ruivo, the highest on the island (6056 feet); the cold air of the north-east Trade is pouring over its summit from the north side, and turning into cloud vapour which floats languidly down towards us. After scrambling up to the top of the grassy hill, which rises

on the south or right-hand of the plateau we are on, and from which there is a wonderful view looking down into the "Corral," we sat and ate the luncheon we had brought with us, supplementing it with baskets of fine and most refreshing apples, which a number of native peasants, although we had seen no cottages near, came forth from the wood and produced. After enjoying ourselves here we came down, striking off the path by which we had mounted, about half-way back to Funchal, and so got upon the New Road which led down by the sea, home along which we cantered and raced each other. The ponies were very good, strong and sleek (they are fed chiefly on the leaves and stalks of sugar-cane), and carried us admirably. We got off to the ship at 5.30 P.M.; both of us dined with Prince Louis at 7 P.M. on board the *Inconstant*. German corvette arrived.

Nov. 9th.—Prince of Wales's birthday. After drill at 6 A.M. we bathed over the ship's side; the water was very warm. Admiral made signal "Will sail to-morrow at 9 A.M. for St. Vincent." In the afternoon landed on the beach in a shore boat into which we got from the gig which took us in to within 100 yards of the beach; there was no surf breaking to-day but the beach is very steep to. Walked into the town to an old woman with lace, where we saw some pretty netted silk shawls, and then to the consul's (Mr. Hayward), to the photographer's, to Souza's livery stables, and so through the town up to the cemetery through the usual Bourgainvillea hedges. There was a man with a number of very pretty little brown birds with long black tails for sale in cages, and parrots of all kinds, but we did not get any, but came off from the Pontinha with the captain in his galley at 5 P.M. There was a lovely sunset, the colours crimson, yellow, and green: the water every shade of blue from silver up to purple: the cold moon overhead and all as calm as possible. After dinner we had a "Snowdrop Minstrel" entertainment on board, to which about ten officers from each of the other ships in the squadron came. The men had an extra meat and pudding supper. The captain received a telegram from the Prince of Wales at Sandringham thanking him and the officers, and the ship's company, for the congratulations we had all sent him by telegraph this morning. There appears every prospect of a breeze to-morrow, the air this evening is 10° cooler than it was at noon, and is already all astir.

Nov. 10th.—At 6.30 A.M. arrived H.M.S. *Humber*. Got away under sail at 11.10 A.M. but had some difficulty in getting out from

MADEIRA TO CAPE DE VERDE ISLANDS.

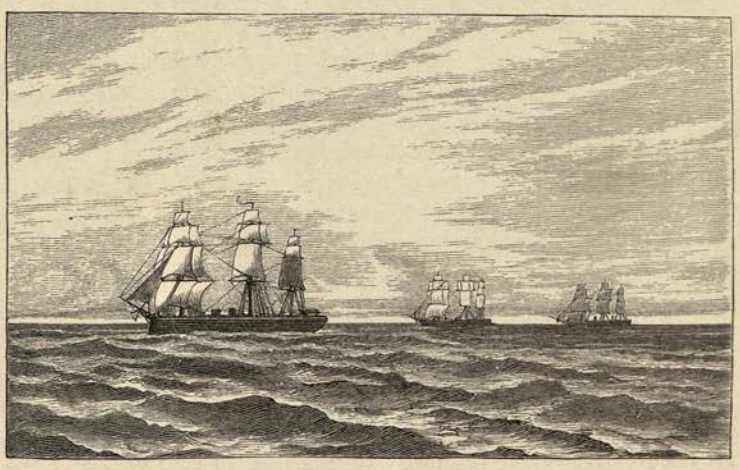


Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Long.	Lat.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Nov.					N.	W.	°	°	°	°
10	...	.	...	N.W. N.E 2·3	...	...	69	69	73	66
11	S 25 W.	116	...	N.E. to E. 3·4	30·52	17·50	69	70	69	67
12	S. 28 W.	165	...	E. 3·4, S.E. 5·6	28·27	19·20	71	71	71	70
13	S. 29 W.	119	...	E.S.E. 3·4, S.E. by E. 3·4	26·43	20·25	72	72	75	72
14S.	S. 26 W.	180	...	E.S.E. 3·4, N.E. 4·5	24·47	21·30	72	72	74	72
15	S. 26 W.	162	...	N.E. by E. 5·6 N.E. 5·6	22·20	22·20	75	75	75	76
16	S. 23 W.	108	162	N.E. 5·6, E. 5	18 51	24·25	78	77	77	76
		800	162							

Total distance..... 962 miles.

under the lee of the high land, as had also the *Tourmaline* and *Cleopatra*, the wind coming in puffs, followed by tantalising calms, but at last we caught the breeze over the lower land at the east end of Madeira, and rejoined the Admiral who was waiting for us to the southward; picked up the trade wind and ultimately in the first watch went along over seven knots. Lost sight of Madeira in rain and mist.

Nov. 12th.—Admiral made signal to chase at 8 A.M. The peak of Teneriffe is said to be visible to the south-east, but though turned out at sunrise at 6.30 A.M. could not see it; there were only a few clouds on the horizon in that direction. We are running along all the morning and forenoon at eight knots. Mr. Ruskin



IN THE NORTH-EAST TRADES.

once said that, "take it all in all, a ship of the line is the most honourable thing that man as a gregarious animal has ever produced," and certainly the sight of England's oaken and iron walls combined tearing through the black water fills one with a sense of strength and joy such as nothing else can give. At noon the Admiral hoists the dinner pennant in order to set the time for the squadron: off the deck of the *Bacchante* the flagship appears leading the weather line with the *Tourmaline* and *Cleopatra* sailing after her: the *Carysfort* is sailing astern of us, but often runs close up alongside. The *Inconstant* is sailing right away from the other ships, the *Tourmaline* is beating us, the *Cleopatra* is dropping

astern (she has 100 tons more dead-weight in her than the *Carysfort*). At 1.30 P.M. flagship hove to for a funeral; and all the ships hoisted their ensigns half-mast high. At 4 P.M. the wind died away until it was nearly a calm, but freshened up again as before to a steady Trade. At noon we are 760 miles from St. Vincent. We carried away the port foretopmast stunsail boom, wringing the boom iron in so doing: this is the third that has gone since leaving England. The fore yard had to be lowered and the iron heated and straightened: this took about three hours. The *Bacchante* was "guide of the fleet" in the meantime.

Nov. 13*th.*—Chasing all day again and running a steady six knots the whole of the twenty-four hours. The flagship, however, remained under small sail waiting for the *Cleopatra*. Pleasant shade all over the ship from the sails, the sun being directly forward. Lots of flying-fish about, and a regular Trade sky flecked with clouds. At sundown the Admiral made to us "Keep on my port bow not less than two cables, and keep within signal distance," so that practically the formation for the night was in the shape of a St. Andrew's cross, the flagship being in the centre, the *Tourmaline* and *Cleopatra* at the starboard ends of the arms, and the *Bacchante* and *Carysfort* at the port ends.

Nov. 14*th.*—At 5.30 A.M. the moon set; as she went down her light appeared almost red, and was quite trying for the eyes to gaze at. This morning the Admiral put us into whites, and made a signal about the ventilation of the ship, so we got more windsails up, as the main-deck ports were generally closed at sea. The windsail is a funnel made of canvas; the upper part is suspended from the rigging, the cap with its large ears is set to face the quarter from which the breeze may be coming, and by this means a current of cool air is introduced down below. Had the usual morning service between decks, and at 10 P.M. passed into the tropics (23°27′ north), rolling along with the wind right aft, seven knots.

Nov. 15*th.*—In the afternoon Admiral made signal to *Bacchante* "Prepare for full speed trial to-morrow," so after evening quarters down screw, which caused us to drop astern of the other ships a bit, although we still went over seven knots.

Nov. 16*th.*—At 3 A.M. commenced steaming, having furled sails. The twelve-hour trial commenced at 4 A.M.; we soon caught up and passed the squadron, and lost sight of them at 7.30 A.M. as we were now going fourteen knots, and they were only sailing a little over seven; we kept this average up till 12.30, and then the bearings

got heated and we had to ease down to thirteen, to twelve, to ten, and eleven knots (cp. p. 193). As to the flying-fish not flying, we distinctly watched one this morning when out of the water, and therefore quite white in the sun, who, after sailing down a long roll of wave, flapped his wings, altered his course, and wriggled the whole of his body. At 6.15 P.M. observed land on the starboard bow, and at 9 P.M. sighted San Antonio, the most northerly and largest of the Cape de Verde group, and steamed along its coast; sighted St. Vincent at half-past ten, came in and anchored at 11.30 P.M., passing the strange Bird rock on our port hand, which in the moonlight looked like a huge ship under sail. Found German sloop here.

AT ST. VINCENT.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M	Noon.	6 P.M.
Nov.		°	°	°	°
17	N.E. 2·4	75	75	80	75
18	N.E 4·3	76	76	77	74
19	N.E. 2·3	76	76	80	78

Nov. 17th.—At 6 A.M. shifted berth. The *Inconstant* came in under sail at 9.30 A.M., and the *Carysfort* under sail soon afterwards. She came in to the northward of Bird Island, and when proceeding to take up her berth, passed somewhat close to the *Bacchante*, her wicked-looking snout popping up and down within a few feet of our port side for a few minutes. The *Tourmaline* came in at 2.20 P.M. We are coaling all day, and take in over 300 tons in the twelve hours; it is brought off in large iron lighters that are towed out by a steam-tug. From where we lie at anchor we can distinctly see how the outline of the volcanic hills on the south-west side of the anchorage represent vividly and unmistakably the outline of Washington's face; and turning round can see another large profile on the east side with a long straight nose and mouth wide open star-gazing. These islands belong to the Portuguese.

Nov. 18th.—Landed in the afternoon to see the cricket match, the Squadron *v.* the St. Vincent Club. This last consists chiefly of the sixteen telegraph clerks, who are constantly employed at this centre of ocean cables. The *Bacchante* sent four as her share of

the winning team. Squadron, first innings 76; second innings 156. St. Vincent Club, first innings 53; second innings 30 and seven wickets to fall. The cricket is here played on a sandy plain, with a strip of cocoa-nut matting pegged down between the wickets; it plays pretty true. There is not a blade of grass on the island; a few retama-like shrubs and a tough sort of green-leaved thing, by the side of what appears a dry watercourse, are all the verdure that is visible. In the town, which is clean and well paved, there are however a few palm-trees on the Praca, which are watered every morning. The town they call Mindello, and there are two streets called, the Rua do Duoro, and the Rua do Minho, although there is not a drop of water to be seen in them. Walked away to look at the three cemeteries, each of which is surrounded with white walls, but of course there is not an atom of green anywhere; all is dry, red, sandy, rocky and hot. The pleasantest walk is one which goes along the sea shore on the south side of the bay, where there is a fine sandy beach, covered with shells; after passing the obelisk, you get a good view of the opposite island of San Antonio; the strait that runs between that island and St. Vincent is always obscured by the mist which is generated by the trade wind blowing through it. This hangs there as a veil of cloud, over the summit of which the hills (between 6,000 and 7,000 feet high) of the island beyond are generally protruding. It is this moisture which clothes their sides with herbage, whose varying tints of green present a striking contrast to the dusky and arid brown of St. Vincent. Coming back into the town, went to the Temperance Restaurant, good, clean, and snug, first established by Corry Brothers, but now entirely self-supporting, and chiefly patronised by merchant skippers. Scarcely a day passes without one or more steamers calling at St. Vincent. Every atom of wood in the construction of the houses has to be brought from America. There are three large coal-yards and jetties, and quite a small fleet of colliers lying in the bay. The contrivance for carrying coal from the yard where it is stowed to the shipping wharves, a distance of half a mile, is very conspicuous. A row of tall posts like those used for telegraph wires are placed about four yards apart, and support on small iron rollers a long endless wire, to which are hung at intervals large metal buckets containing the coal. There is an incline from the depot to the wharf, and consequently as the full buckets travel down to the lower end of the circuit, (where they are canted so as to discharge their contents into the lighters,) the empty buckets pass up the

incline back to the coal-yard. There are very few whites resident in the island, the manual labour is chiefly done by negroes (the temperature was about 80° at noon to-day), whom we also met, some careering on donkeys over the plain and carrying sheep under their arms; and others hauling and shoving black bullocks, who were said to be on their way to a land of Goshen on the south side of the island; if it exists, it must be very small, for water is very scarce, and we saw nothing like a stream anywhere. There were a lot of grasshoppers about, and some dry grass with small seeds on which the quail live, of which Smythe went out and shot three.

We went into the curio shop, where the curios are the same as you get at Madeira only dearer—basket-chairs, wood boxes, &c., and mats from the African coast. There were, however, a number of pretty little birds, some very small green and red parrots, and some little tomtit-like creatures with blue breasts, said to be Benguelo birds. Coming off to the ship noticed shoals of fish in the bay.

Nov. 19*th.*—Manned and armed boats. Arrived from England the Pacific mail steamer *Neva*, with our mails, and many parcels "not to be opened till Christmas." A shower of rain fell in the forenoon: this is said to be a curiosity here. In the afternoon a torpedo was fired from the end of the lower boom in the water, when numbers of fish were killed and taken on board. Afterwards the steam pinnace went away and fired a hand-charge of gun-cotton in amongst another shoal; many fish were stunned and floated about on the top of the water; the bluejackets in various boats of the squadron that happened to be about rushed to the spot and hauled them in by handfuls over the gunwale, for they were quickly recovering themselves from the shock and swimming away. Some came up and swam for a time with their heads down and their tails up in a most curious manner. Squadron having completed coaling prepared for sea.

Nov. 20*th.*—Weighed under sail in succession; first at 7.30 A.M. the *Tourmaline* and *Carysfort*, then *Cleopatra* and flagship, and lastly *Bacchante* at 9 A.M., and then got up the screw. There was a light breeze from the north-east. Just as we started H.M.S. *Wye* arrived from the southward. The lower part of San Antonio was enveloped in mist and clouds as usual, but upon what we could see of its sides there seemed to be a considerable amount of green. We unfortunately got under the south side of the island,

and so lost the wind which was blowing on the opposite side of the Channel and nearer in to San Antonio; after a bit we managed to work back into it, and then formed columns of divisions in line ahead, open order. We hove to at 7.30 P.M., for the flagship and *Tourmaline* had let go lifebuoys and lowered boats for a man overboard, who was picked up all right. Monte Video 3,494 miles distant.

Nov. 21*st.*—Fine Trade, all the ships bowling along and sailing at large, the *Carysfort* passed us to windward after morning service. In the evening shortened sail for the rest to come up. The next day we went along in the same way, and made 150 miles by noon; but the sky was now obscured with clouds, and there was a damp, close feeling in the air (thermometer 77°); at midnight we went to night quarters. On Tuesday proceeding as before, with this variety in drill, that in the afternoon we mids were exercised at sail drill aloft on the mizen mast. Towards dusk there fell some very heavy tropical showers, after which the wind headed us, and there were squalls from east to south-east; again at midnight we went to night quarters, and this time fired electric broadsides, &c. On Wednesday (24th) took up our appointed stations, and after sailing along four and six knots all the forenoon, came into regular doldrum weather after evening quarters, breeze all gone, heavy rain, which lasted continuously with squalls all night; just before sundown we observed a waterspout, and on the following day we had the last of our sailing on this side of the line, and made only between seven and eight miles during the whole of the twenty-four hours, although the current bore us more. On Friday (Nov. 26th), before daylight, the Admiral made signal to "Get up steam, the *Inconstant* will tow the *Carysfort* and the *Bacchante* will tow the *Tourmaline*." At sunrise the temperature is 80°. Although we are now, this morning, 300 miles away from any land, yet, looking out at dawn on the grey glassy ocean eastward, the delusion is strong that land is near—just in the same way as in the desert men are affected by the mirage of water. At 9.20 A.M. we furled sails and proceeded, under steam, close up alongside the *Tourmaline*; she gave us a four and a-half inch steel wire hawser, which we made fast to our port towing bollard, and proceeded with her in tow at 10.45 A.M. In the meantime the *Inconstant* had taken the *Carysfort* in tow. The sunset this evening was quite different to any other we have seen elsewhere. The weather had been showery and squally, and all round the horizon were resting

cool, grey, silvery clouds, like a veil, an effect we have often seen in pictures of the Arctic regions. Above and behind this there was a golden and bronze-coloured glow and strips of light-green sky, and this was not only all round the horizon, but also extended all up and across the whole vault of heaven from one end to the other; there was no difference in the east or west, in

ST. VINCENT (CAPE DE VERDE ISLANDS) TO MONTE VIDEO.

the north or south, but all was one beautiful canopy of most delicate tints, in which there was nothing gaudy, and no colour was pre-eminent but all were harmonised together. Some of the cloud-forms were rounded, and some were streaky, some were behind others that lay close in the foreground. The sea was dark blue, slightly rippled and heaving with the faintest swell, but there

ST. VINCENT (CAPE DE VERDE ISLANDS) TO MONTE-VIDEO.

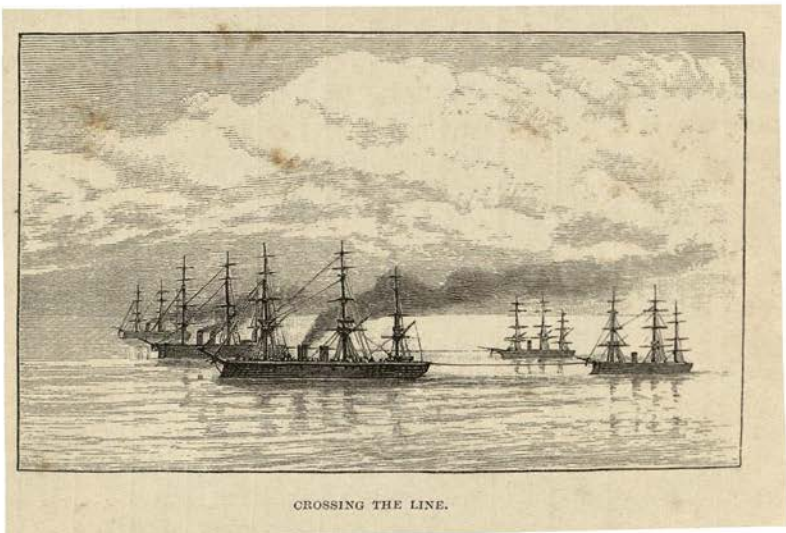
Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Nov.					N.	W.	°	°	°	°
20	...	11	...	N.E. by E. 1·2	16·49	25·8	76	76	78	77
21S.	S. 6 W.	83	...	S.E. 2, N.E. 3·4	15·26	25·18	77	77	77	77
22	S. 3 W.	151	...	E. by S. 4·6, N.E. 7·3	12·55	25·26	76	78	74	77
23	S. 3 W.	164	...	E.N.E. 3·7·5	10·11	25·36	77	77	80	81
24	S. 8·30 W.	123	...	E N.E. 4·5, S.S.E. 7.4, E. by S. 3·5	8·9	25·54	80	80	81	70
25	S. 8·30 W.	86	...	N.W. 3·4, N.E. by E. 4·6, E S.E. 4·5	6·44	26·7	80	80	81	77
26	S. 13 W.	65	7	S.E. 5·7, Variable 1	5·34	26·24	80	80	81	78
27	S. 8·30 W.	...	121	S.E. 3·4	3·35	26·6	80	80	79	78
28S.	S. 7 W.	...	101	S.E. by S. 4·5	1·55	26·22	78	79	80	79
29	S. 25 W.	...	119	S.E. by S. 5	0·8 S.	27·13	77	78	79	78
30	S. 30 W.	13	104	S.E. by S. 5	1·48	28·12	78	78	80	78
Dec.										
1	S. 28 W.	135	...	S.E. 3·4, S.E. by E. 5	3·47	29·15	78	78	80	79
2	S. 27 W.	129	...	S.E. 4·5	5·41	30·14	79	79	78	79
3	S. 26 W.	122	...	S.E. 4·3	7·32	31·18	79	79	81	79
4	S. 25 W.	156	...	S.E. 3·4	9·52	32·16	77	77	80	78
5S.	S. 25 W.	145	...	S.E. by E. 3·4	12·3	33·20	77	78	80	78
6	S. 24 W.	114	...	S.E. 3·2, S.E.½S. 4·6, E.	13·46	34·9	78	78	81	78
7	S. 26 W.	132	...	N.E. 3·5, E. by N. 4	15·44	35·9	78	78	79	77
8	S. 24 W.	118	...	E. by S. 3·4	17·31	36·0	76	76	78	78
9	S. 19 W.	133	...	E. by S. 3·4, E.N.E. 3·4	19·37	36·46	78	78	79	78
10	S. 18 W.	157	...	E.N.E. 4, N.N.E. 3·4	22·6	37·39	77	77	78	76
11	S. 16 W.	140	...	N.N.E. to N 3·4·5	24·15	38·22	76	76	78	76
12S.	S. 37 W.	49	...	N.N.W. 2·1	24·55	38·54	76	76	79	77
13	S. 40 W.	80	...	N.W. 1, N.E. 1, N. 2·3	25·56	39·51	77	77	77	77
14	S. 36 W.	131	...	N. 2·3, N.E. 3·4	27·42	41·18	77	77	77	77
15	S. 38 W.	151	...	N.N.W. 4·5	29·40	43·5	75	73	77	72
16	S. 54 W.	124	...	N.W. 3·2, S.E. 4	30·52	45·3	71	71	72	71
17	S. 54 W.	138	...	N.E. 3·6, N.E. 5 6, W. by S. 7·5	32·12	47·14	71	71	73	74
18	S. 49 W.	103	...	S. 3·4, S.E. 3	33·20	48·46	71	71	70	70
19S.	S. 57 W.	132	...	N.E. 2·5, N. & N.W. 6·4	34·32	50·59	69	69	72	70
20	S. 82 W.	74	...	N. to N.E. 1·4, E. to S.E. by E. 2·3	34·41	52·28	69	69	71	70
21	S. 80 W.	103	...	S.E 3, E N.E. 3, N. to E.N.E. 1·2	34·59	54·20	66	66	71	75
22	...	66	...	N.E. 4 to 2	...	...	78	71	78	71
		3258	452							

Total distance ..... 3710 miles.

were no waves, and no wind. This reminded us of the painting named *Empire of the Sea*, in the Royal Academy of 1879.

The next two days we were steaming persistently along, averaging about five knots, with fore and aft sail set occasionally; the breeze was fitful—generally coming up from the south-east—we were just on the limit of the South-east trade which is trying to work up from the other side of the line.

Nov. 29th.—The Trade is now coming up refreshingly from the South-east and we are steering south-west. After divisions Neptune hailed the ship, and came on board the portside: we crossed the line at 10 A.M., so he and Amphitrite stayed with us till the dinner hour, during which time the ship's company were employed in making his



CROSSING THE LINE.

acquaintance. 'A bluejacket, named Goodfellow (captain of the quarter-deck), made a sturdy, thickset, and hairy King of the Sea and acted the part uncommonly well. He and his shy little "Amphitritty" (Barton, boatswain's yeoman) came aft with their attendants, where they were met by the captain and those of the officers who had crossed before, and received from them tribute in the shape of sardines, pots of jam, pipes, pickles, and 'cake for the bears to eat.' Then the two took their seats side by side on an extemporised throne over the engine-room hatchway. Meanwhile the lower stunsail had been rigged up in the starboard gangway so as to form a large tank, which had been filled with sea-water

The contents were constantly renewed so as to keep the depth of water about five feet. At the after end of the tank a platform of gratings about six feet high above the deck, and on a level with the hammock nettings, and with a ladder up to it, had been erected, and on this stood "the shavers," under the first lieutenant's superintendence. Doctor Gideon Delemege was the only one of the ward-room to be shaved, but all the gun-room (except Murray and Moore) and about 230 of the crew were operated on. These were all sent between decks and brought up one by one blindfolded, and presented to His Majesty with a few words from the senior member of their mess, descriptive of the character they each bore in the ship. Neptune then, after exchanging a few observations with his new acquaintance, gave directions as to which of the four various sized razors was to be employed. They passed on and mounting the ladder sat down in a chair on the platform for the operation. "The barber" was accompanied by "the doctor with pills" in readiness, and his attendant with "smelling salts," in case any one should require his assistance, which was given quite gratuitously and freely proffered to all. This was all over in half a minute, when they found themselves covered with soapsuds, tipped over backwards off the platform into the water in the sail, through which they were passed by the six "bears" (all first class petty officers), getting more or less ducked on their passage out. Everything went off with the utmost good humour, and it was most refreshing having the steam hose played over us as the temperature, both of the air and water, was 78°. We all had great fun in slushing and squirting each other with these, turning a hose now on one officer or man, and now on another, as we ran about, in more or less light attire, all over the deck and climbed up in the rigging. There was ducking in all its forms and under every modification of splashing and immersion: there was the duck courteous, the duck oblique, the duck direct, the duck upright, the duck downright, the shower duck, and the duck and drake. The gambols and sky-larking were concluded by noon and the usual ship routine resumed.

Nov. 30*th.*—Stopped steaming, and cast off the *Tourmaline* at 8 A.M., having towed her for 93½ hours, and a distance of 452 miles. Then made plain sail as the south-east trade was blowing steadily with clear sunshine. At 11.30 A.M., William Foster, A.B., fell from the fore-topsail yard on to the starboard side of the forecastle. He died almost instantly and was buried at sunset after evening

quarters the same day. He was a smart young seaman, and came from Blandford in Dorsetshire. A sailor's funeral at sea is almost more impressive than a soldier's ashore. He who has gone from their midst is always well known to every one in the ship —where men are brought into such intimate contact every hour of the day and night, that they soon learn, even more readily than men in a regiment, each one the other's character and habits. When, therefore, on board a man-of-war, amid every token of respect, and with the white ensign half-mast high, the body of their comrade, beneath the folds of the Union Jack, is carried by his former messmates up from the after hatchway, down along the quarter-deck to the gangway through the guard of marines with their arms reversed, and followed by the captain and every officer of the ship uncovered, there is not any of all the ship's company, then "conscious the more of One ne'er seen, yet ever near," as they stand by bareheaded, upon whose ears the words of the burial service fall, who can remain untouched: "In the midst of life we are in death: of whom may we seek for succour, but of Thee, O Lord.... Thou knowest the secrets of our hearts; shut not Thy merciful ears to our prayer, but spare us, Lord most holy, O God most mighty, O holy and merciful Saviour, Thou most worthy Judge eternal, suffer us not, at our last hour, to fall from Thee."

The sea, to which the little cluster of his chums and messmates gathered round the gangway then committed his body, was that evening of the darkest purple blue, and over the whole height of heaven were spread at that moment bright and deep coloured clouds, some angry and lowering, others of a delicate emerald and olive green, and others again saffron and golden.

> "O mother, praying God will save
> Thy sailor, —while thy head is bow'd,
> His heavy-shotted hammock-shroud
> Drops in his vast and wand'ring grave."

Then, the service being over, the marines fired three farewell volleys in the air, in token that he had in the exercise of his daily duties, just as much as if he had died amid the strife of war, fallen in the service of his Queen and of his country. The ship then stood on her course, and sailed steadily on all through the starlit night.

Dec. 1*st*.—This morning, as accidents never come singly, a man fell from aloft overboard from the flagship; she let go a lifebuoy, hove to, and lowered a boat, but he was not found. At noon all the officers of the *Bacchante* met in the ward-room and drank the

Princess of Wales's health most heartily, wishing Her Royal Highness many happy returns of the day. The *Cleopatra* has been keeping her course south-west, and all the other ships have been beating to windward, tacking nearly every hour as exercise for the watch, until the afternoon when the Admiral made signal to "Chase the *Cleopatra*," and we came up with her at sunset and took up our stations for the night.

The next two days the same routine was followed. The *Bacchante*, as her bottom was getting very foul, was the worst of the four others in sailing after the *Cleopatra*, which was the "dummy-ship" of the squadron. We passed many nautilus on the surface of the sea with their pink little sails spread to the wind. At night there are large patches of phosphorescence on the water, which are said to be in some way connected with these. These days at sea, during a long cruise, with their quiet and regularity, are most useful for study. Besides the usual school we have been reading together during the last few weeks Squiers's *Peru*, and also Prescott's *History of the Incas*, and looking at some of the large tables in Herbert Spencer's *Sociology*. We have the usual gymnastic exercises, varied with games of quoits on one side of the quarter-deck, during the men's supper hour, while on the other side some practise cricket with a net rigged up in the starboard gangway. This amusement after a bit rather drew upon the club funds on account of the number of balls lost overboard. On other evenings "prisoner's base" enlivened the hour, when the junior officers, rushing and bounding all over the hatchways and deck, somewhat interfered with the staid and leisurely "constitutionals" of their elders. We are now enjoying a succession of starlight nights; Sirius is very bright; Jupiter and his moons, all four distinctly visible, and Magellan's clouds and other star-depths and nebulæ are often examined through the captain's telescope on the poop. Our copies of Proctor's and Guillemin's books on the stars are just now much in requisition.

Dec. 6th.—A man fell overboard from the *Carysfort*, but was picked up; in the afternoon there was a funeral on board the *Tourmaline*. We are about the latitude of Cuzco to-day, and a little south of Bahia, which, instead of calling in at, as was originally intended, we are passing, on account of yellow fever now prevalent there. We met a fine American clipper coming up from the south under a heap of fancy sail, and running before the south-east trade. She asked us for the latest news from Europe, and

we signalled to her "Garfield elected President." She passes onward up towards the States; the faintest of the trade winds are urging her still forward, and we are reminded, as we look at her, that the source of the Gulf Stream lies in the impulse given by these same trade winds as they blow up from the south-east along the coast of Africa, and continually urge along north-westwards the superficial layer of that portion of the Atlantic, and create thus what is known as the equatorial current, which sets constantly from the coast of Africa towards the West Indies. It is, however, a shallow current, and does not extend more than fifty fathoms in depth; on the surface it runs at the rate of eighteen miles a day. The western portion of that current enters the Caribbean Sea and the Gulf of Mexico; flows round that at the rate of sixty miles a day, becoming warmed as it goes, and then coming out by the narrow straits between Florida and the Bahamas, meets the rest of the equatorial current that runs up outside the Antilles; the two united then flow across the North Atlantic, at the rate of forty-eight miles a day, away from America towards Great Britain. Thus if we drifted with the current we should arrive at her skipper's home first and then at ours. The depth of the Gulf Stream, where it is pressed out by the cold current flowing south close to the North American coast, is about one hundred fathoms; when it is relieved from that pressure it thins out and expands and part turns south by the Azores back again to Africa. Regarding the circulation of the waters of the ocean, we must remember that the upper water of the equatorial regions being warmer and lighter than the colder water round the polar regions, always tends to flow away towards the pole; and that the cold polar water sinks down and flows slowly along the bottom towards the Equator, where, when gradually warmed it rises to the surface and flows back again whence it came. Both currents, however, are deflected from their due north and south course by the eastward rotation of the earth. The warm upper current, travelling with equatorial speed, outstrips the slower movement of the earth in higher latitudes, and washes the western shores of Europe with the tepid waters that make our climate so mild; while the polar under-current, on the contrary, outstripped in its turn by the earth's motion, turns westward towards the American coast, and, pressed inwards by the antagonistic warm flow, becomes the narrow band of excessively cold water which is found between the edge of the Gulf Stream and the shore of the United States. The cold water is thus beaten by the warm in the northern

hemisphere, because the Polar Sea is nearly inclosed by land. Its *deep* water finds only a narrow exit in a channel between Iceland and Greenland, and forms a narrow current in the West Atlantic. In the southern hemisphere the reverse takes place. The Antarctic Ocean is perfectly open : its cold waters flow freely along the bottom ; and the consequence is, that there is a great mass of cold water beneath the *whole* of the warm surface current, which sensibly reduces its temperature. At the Equator this cold water is brought to the surface, by the fact that at this point it encounters the Arctic flow in the opposite direction, and the two streams meeting one another rise up in a heap towards the top, where, under the rays of the tropical sun, they get converted into warm upper-currents, and set off once more on their northward and southward travels. That is the theory, and it has been singularly borne out in every point by the soundings of the *Challenger*.[1] The *Porcupine* expedition of 1869 and 1870 also showed that there is this constant movement away from the Equator of the warm surface layers, surely tending to ameliorate the climate of the polar areas ; while the cool water, as heavier, has sunk to the bottom and moves in towards the Equator in many streams at an ever-increasing depth as it gets nearer and nearer the Equator, where at 2,306-fathoms its temperature is 33½°. The vertical circulation of the ocean is therefore produced by temperature, the horizontal circulation is produced by wind. And while all horizontal oceanic circulations (or currents from east to west and west to east) depend upon surface agencies and are liable to be modified or completely altered by changes in the contour of the land, and may therefore have been entirely different in successive geological periods, the vertical oceanic circulation (or currents from north to south and south to north) would depend only on the contrast of temperature between the polar and equatorial areas, and must have continued through all geological time, provided only that a communication existed between the great ocean basins of the two areas.

And as it is with the water, so is it with the air. The warmer air of the equatorial regions being lightest, rises, and its place is supplied

[1] Dr. Carpenter has verified this law by experiment, so far as action on a large scale is capable of being verified on a very small one. He takes a glass trough, fills it with water and places a freezing mixture on the surface at one end to represent the pole, and a hot plate at the other to stand for the equator. The circulation is immediately set up in proper form, and a diagram in which cold water is coloured blue, and warm water red, shows how steadily the blue stream sinks down, travels along the bottom, and rises again to the surface, to be there transmuted into red, and so reaches the point from which it started.

by the in-rush of the heavier and colder air from the polar regions; these currents form the "trades;" which are deflected just in the same way by the rotation of the earth as the ocean currents are, so as to be north-east in the northern hemisphere and south-east in the southern. They are also interfered with by the action of the land, or else would be uniform over each hemisphere. If the solid crust of the earth be conceived as smoothed down to one uniform level, its entire surface would then be covered with water to the depth of about a mile; and then the action of winds and waters would not be disturbed in the even tenor of their flow and action (as they are now) by the land, and the local variations in temperature consequent thereon. Thus the air above and the sea below move ever in rhythmic currents round the globe, like the throbs and pulsations of blood sent out and drawn in by the never-resting heart of the universe. Of this we are constantly reminded, when sailing in the trades, as we look upward and see the clouds scudding along on high, borne by the warm counter-trade in a diametrically opposite direction to that of the cool trade that is rushing in towards the Equator and bearing us along. Then the action of these great nature-powers seems to us like that of the great angels and wheels in the vision of Ezekiel (*i.* 20-24), "Quocumque ibat spiritus, illuc eunte spiritu, et rotae pariter elevabantur, sequentes eum. Spiritus enim vitae erat in rotis. Et audiebam sonum alarum, quasi sonum aquarum multarum, quasi sonum sublimis Dei: cum ambularent quasi sonus erat multitudinis, ut sonus castrorum."

Dec. 7th.—The Admiral got up steam for target practice, for which the other four ships spread, but, as the *Bacchante* had already "expended her quarter's ammunition," we continued under sail. In the evening they were all hull down, and the *Inconstant* flashed to the *Bacchante* by means of her electric light, the long and short flashes of which we read off as they were reflected on the clouds above, though the actual light itself was below the horizon. We were also experimenting with the captain's private electric light, which he worked by steam from the steam pinnace. The following morning the *Inconstant* and the other three ships spread again for target practice, and in the afternoon were at steam tactics. We hove to for them to come up with us, which they did at 5 P.M. While we were waiting for them we hooked a shark over the stern with a bit of salt pork. Before he was hauled out of the water the commander put several express bullets into his head, but in spite of these, and even after he had been ripped open under the forecastle, he struggled

on, such was his wonderful vitality; several sucker-fish were taken off him. We passed out of the tropics on Saturday, December 11th, and, thenceforth, had variable winds from all points of the compass which sometimes fell very light. This was especially the case on Sunday (12th), when the squadron was becalmed for thirty-six hours, and the ships lay with their heads all different ways. As the thermometer was nearly 80° we had some of the awnings spread, but service was still held down below on the mess-deck, with ports barred in. The captain's bunting bag was overboard, in which he managed to secure some pretty hauls of water creatures; a number of small, long, almost invisible, jelly-fish, with two dots for their eyes and a line for the spine (these are said by some to be the cause of the phosphorescence on the water at night); an infant Portuguese man-of-war; a few blue, flea-like creatures, and a lovely shot-green and rose insect which, under the microscope, had many admirers. On Tuesday we had a splendid breeze from the north and north-west, which carried us along over seven or eight knots for twenty-four hours, so at noon we had run 150 miles. The wind worked round by the west to the south-east, a confused sea coming up with it from that quarter; on the following day it was very dark on the south-west horizon, and expecting squalls from that quarter the Admiral made signal to shorten sail, and down came the rain. Soon after the change of wind the sky was clear, and the thermometer fell as much as seven degrees in half an hour, and the air was dry. On Thursday morning we began to feel quite cool, some said even cold, with the thermometer at 70°, and on Friday the Admiral put us into blues again, and as the barometer was falling, at 1.30 P.M. two reefs were taken in in the topsails, the wind blowing from the north with a force from seven to eight, with frequent rain squalls. A dead shark, twenty-one feet long, covered with seabirds, floated by; our patent log last night was swallowed by one, for the rope was frayed where he had bitten it through. The paymaster wondered whether he had got "log"-jaw in consequence. Numbers of sea-birds flying about again. One very pretty little yellow land bird, like a dark canary, came off and flew astern for some time. We are close hauled to what seems a "turbanado" or sort of local "pampero." At 10.30 P.M. the signal was made to "Wear and come to the wind on the other tack." It was a beautiful moonlight night for this evolution; the *Bacchante* wore first as leader of a column, the *Inconstant*,

being of very great length, and having her screw down, wore slowly. In the middle of this evolution one of the ships asked us "What is the matter?" not having taken the signal in, but she quickly followed motions. Then as the wind had abated and there was no "pampero" we made plain sail; the wind then went round to the south-east; and the weather was dry and fine with the barometer rising.

Dec. 18*th.*—During the forenoon several turtle floated by the ship. Passed through myriads of young Portuguese men-of-war, several of whom were taken in the bunting net. In many places the sea was discoloured with yellow, muddy streaks, three or four feet long and broad, but of irregular shape; the sun was shining brightly at the time, and the rest of the sea was deep blue; we passed within a few yards of them, and they are apparently either masses of fish spawn or seaweed nucleus. The thermometer now never rises above 70°, and is sometimes two or three degrees lower, so that it is delightfully cool. The next day we altered course to west-south-west, and we feel as if we are getting near the mouth of the Plate river. On Monday morning we get into bottle-green water, and take soundings with Sir William Thomson's machine several times at forty-three fathoms, fine black sand; so vast is the amount of mud swept down by this river right across South America from the very Andes themselves. There is a nice gentle breeze from the north-east, and we are going quietly in at four knots, keeping station, and in the evening are hailed by a pilot boat. It is a fine night, and we had a look at Jupiter and Saturn through the large telescope; both planets are now very near each other. The "Southern Cross" is standing topsy-turvy; and the "False Cross" looks almost the finer of the two groups.

Dec. 21*st.*—At 5 A.M. sighted the long low line of the coast of Uruguay just before sunrise. At 8 A.M. we were 107 miles from Monte Video and forty from Maldonado; it is nearly calm, and all the forenoon we scarcely make one knot an hour; we observe two or three steamers coming out of the river. The wind freshened from the east in the afternoon, and took us along towards the anchorage at six and seven knots. At 5 P.M. we passed the bare-looking, uninviting mass of rock situated just off Maldonado Point, called Lobos or Lupus, Island, from the number of sea-wolves or seals which here abound, several of whom were sunning themselves on the reef as we passed. In these regions it is about the last week in November or the first in December that the sea-lions

(*Otaria jubata*) haul up on the rocks to bring forth their young. The breeding places or "rookeries" which they select are always small, low-lying rocky islets like these, which are exposed to the swell of the ocean and over which in heavy weather the sea makes a more or less clean sweep. Mail steamer in our rear coming in signalled "Have mails for fleet." At 10.30 P.M. sighted the Flores Light; after the moon was up the Admiral made signal for change of formation to single column in line ahead, and so we proceeded till 1 A.M., when we formed columns of divisions in line ahead, second division to starboard, and so on up to our anchorage at Monte Video, where we arrived and moored at 4.30 A.M. in four and a half fathoms. After seeing the sun rise turned in for a short snooze.

AT MONTE VIDEO.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Dec.		°	°	°	°
23	S.E. by S. 1·2, N.E. 1, S.W. 5·6	68	67	70	68
24	S. to S.S.W. 5·7·2	69	67	69	68
25	S.W. 1·2, N.W. 5·6, W.S.W. 5	69	68	73	78
26 S.	S.W. 2·3, N.E. 3·4, N.W. 4·5	69	67	82	83
27	N.W. 3·4, N.E. 5·6, W. by N. 2·3	73	73	85	87
28	S. 7, S.E. 4·6, N.N.W. 5·3	73	73	73	80
29	W. 1·2, N. 3·5, W. by N. 3·4	73	73	84	84
30	N.W. 2·3, S.E. 4·6·3	73	73	69	70
31	S.E. 3·4, N. 4·5, S.E. 1·2	73	73	76	74
Jan.					
1	E.N.E. 3	73	73	77	74
2 S.	N. 5·7, N.E. 3·1	73	73	76	72
3	S.W. 1, S.E. 3·6	73	73	72	71
4	S.E. 6·5·3	73	73	72	68
5	S. and S.E. 4·5	73	73	69	69
6	S.E. 3·4, S. 4·7·4	73	73	69	75
7	S. 2·3, N.E. to E. 2·3	72	72	73	73
8	N.E. 3·4, S.W. 1·2, E. 2	72	72	80	77

Dec. 22nd.—We are lying three miles off the town, the white houses clustering round the large cathedral, the dome of which we can plainly see. There is only one foot of water under our keel, the *Inconstant* has but half a foot. The width across the Plate River from Monte Video to the opposite shore of the Argentine Republic is sixty-three miles; the extreme width of the mouth lower down from Maldonado to Cabo San Antonio is 150 miles

from shore to shore. Higher up, opposite Buenos Aires, it is thirty-four miles across, and in the narrowest part, higher up still, its width is twenty-three miles. From Monte Video to that point is 125 miles. This huge estuary at one time extended to Diamante, at the bend of the Paraña. Nature is steadily filling it up; its average depth at low water is only eighteen feet, and there are many and extensive sandbanks in it, over which there are never more than two or three feet. The pampero (from the west) and the sea winds (from the east) cause constant changes in its depth. The volume of water discharged by the Plate is more than the aggregate discharge of all the rivers of Europe together; the basin from whence it draws its streams is 1,500 miles long, and much of it lies within the tropics, where there is always an abundant rain-fall. Found here H.M.S. *Garnet* (Captain Loftus Jones, senior officer of south-east coast), and H.M.'s gunboats *Forward* (Lieut.-Commanding, E. F. Brickdale), and *Swallow* (Commander J. B. Warren); and the United States frigate *Shenandoah*. As it looks very black in the west, with lightning and squalls, we all send down the upper yards; there is every appearance that we shall have a pampero, as a gale from the south-west is here called, on account of its coming off the pampas. It gains strength as it travels across the vast plains, unbroken by any inequalities of the ground, and bursts with great force seaward. The end of the day was occupied with reading English mails and newspapers, and fishing off the glacis. The Hon. E. T. Monson, C.B., British minister to Uruguay, came out in the *Forward*, and called on the Admiral.

Dec. 23*rd.*—H.M.'s gunboat *Elk* came down from Buenos Aires (120 miles up the river), with Sir Horace Rumbolt, Bart., on board, the British minister to the Argentine Confederation. After lying for some little time off the *Bacchante* she proceeded to take His Excellency up the harbour and ashore to Monte Video; but as several cutters of the squadron had got adrift and were unable, under oars, to make any way against the heavy squalls and the sea that was running, she went round to pick them up and tow them back to their ships, which delayed her over an hour. Landed at Monte Video and walked up to Mr. Monson's, and then out for a walk about the town, over the cathedral and Plaza and the "18th of July" Boulevard. The town stands on the ridge of a hill, which is the easternmost horn of a small bay about two miles long, and one and a-half broad. Across on the western side of this bay is the peak, 500 feet high, which gives the place its name,

"Sightly Hill." This small bay on the north shore of the River Plate is supposed to have once formed the crater of a volcano, and is shaped like a horse-shoe. All the streets run away at right angles from the central street, which is on the ridge of the eastern promontory, down the slopes on either side to the water's edge, so that any movement in the air is felt at once in the centre of the town; and the ships are visible at the end of most of these streets, which cross at pretty regular intervals of ninety-five yards. We went over the theatre, a fine commodious building, and saw the large church of St. Francis, now building in red brick. Tramways run in all directions, up and down hill and round corners; every one seems to ride in them, and as there are no cushions or linings but only the bare wooden seats (which are reversible), they are cool and pleasant conveyances. Drove out in one to the Prado, fifty minutes distance from the town, a large building, once a mansion, then a hotel, and now deserted and broken down, but standing in the midst of the remains of a large and once well laid-out garden, with much statuary down the avenues. Saw here the preparations which are being made for the garden party. In the neighbourhood are several pretty quintas with their gardens, and a great number of eucalyptus trees. The air was deliciously dry and cool. The population of Monte Video, one-third of whom are immigrants, is over 100,000—a quarter of all the people in the Republic of Uruguay. The soldiers of the Uruguayan Republic are dressed in white Zouave uniforms, and look fine, sturdy, and well cared-for men in their barracks; blacks, Indians, and Spaniards serve all in the same regiment. There are five regiments of cavalry, two of artillery, and three battalions of riflemen; in all under 3,500 men. Santos, the War Minister, seems to be most powerful here.[1] There are four other ministers. The President of the Republic (elected for four years—Doctor Vidal) is a medical man still in practice. The constitution of the Republic was proclaimed 18th of July, 1831. There are two Houses, the Senate and Chamber of Representatives; when they are not sitting a permanent Committee of two Senators and five Representatives, with the President, have legislative and administrative power. The Representatives (of whom there are forty-six) are chosen for three years, in the proportion of 1 to every 3,000 males who can read and write. There is one Senator for each of the eighteen departments into

[1] Elected President March 1, 1882, on the resignation of the late President.

which Uruguay is divided; they are chosen for six years, and one-third of the Senate must retire every two years.

Dec. 24th.—The *Forward* came out at 3 P.M. to take any officers on shore that wished to go. So we went on shore in her with the doctor and two gun-room messmates and walked about the town, which is quite like a clean European capital. There is a great quantity of white marble, brought out in Italian ships as ballast, and numbers of the houses are faced with a dado of marble, and nearly all the staircases, even of the smaller houses, are constructed of white marble; most are flat-roofed, and have a little tower for outlook and taking the air. The windows are protected with wrought-iron work, sometimes gilded and ornamented. The chief shops were (as you might have expected) those of the shoemakers and saddlers, ironmongers and butchers; and one or two first-rate chemists. Articles of foreign origin are very dear, as the import duties are high; but the absolute necessities of life are abundant and cheap, and there is little real poverty in the country. Each inhabitant (according to the Customs returns), consumes £17 18*s.* worth of British goods a year—these are chiefly manufactured cotton and woollen goods. The imports from Great Britain amount to a third of the whole import trade; and the exports to Great Britain amount to a fourth of the exports of Uruguay; they are mainly the raw products of the slaughter-house—hides, tallow, wool, bones and horns; and besides these, live stock and preserved meats; the total value of all exports is about five millions sterling per annum. The imports are less, and amongst them are butter and cheese, which are curious items for a pastoral country to import at an additional cost to the consumer of at least forty per cent., including freight charges and duties. Of the 1,044 vessels which entered the port of Monte Video in 1879, 285 were English, 157 Spanish, 145 Italian, and 112 German. The revenues are derived principally from Customs dues, only a very small sum from direct taxation and licenses. The total receipts last year were two and a-half millions sterling, and the total expenditure slightly under that sum; half the last is payment of interest on State debt, which is now nearly thirteen millions sterling. The import duties are very high—on many articles of food and general consumption as much as thirty-seven per cent.; they are forty-five per cent. on spirits, tobacco, and arms, and twenty-five per cent on cotton goods. There is no industry in the country that needs protection, but import dues are supposed to be the easiest method of raising taxation

in a thinly peopled country. We dined together at the Hotel Oriental, where also we slept, after going to a little dance which Mr. Monson, the British minister, gave. So fell our Christmas Eve.

Christmas Day.—A sunny morning, but squally; we went off to the *Bacchante* in time for church, which to-day, quite exceptionally, we had on the upper deck. The band played the hymn tunes (Nos. 50, 60, 62) out of Ancient and Modern, and very well they sounded under the awning, with the men's voices in the open air; the harmonium played the usual chants. The men's mess places on the lower deck were decorated with green in Christmas style, and furnished with little extras, according to the varying tastes of their members. To each mess we had sent round a packet of Christmas cards, one for each member with his name upon it. All the boys in the ship in the same way had small Christmas boxes from England, knives, housewives, tartan for cap lining, and other sailors' treasures, and especially those who had sung in the choir, and done their best in school and drill during the half-year. All the officers dined together under the poop, and after dinner sang songs.

Dec. 27th.—At 9.30 A.M. Rear-Admiral the Earl of Clanwilliam, C.B., came on board to inspect the *Bacchante*. It was a very hot day, the sun was blazing, and not a breath of wind was stirring. We manned yards, and afterwards mustered by open list (when every officer and man in the ship, as his name was called, passed before the Admiral); his lordship then went all over the ship and inspected some of the bedding and the hammocks. After the dinner-hour he came again with his torpedo and gunnery lieutenants. We hoisted out, manned and armed the boats, exercised at fire and then at general quarters, and at 5 P.M. the Admiral left the ship. At midnight, after a perfectly calm day, a strong puff of wind, laden with the scent of the pampas and their dry grass came off the land, which was the beginning of a small pampero, which blew freshly all the morning watch up to noon.

Dec. 28th.—At 5.30 P.M. we went on board the *Elk* (Commander Clanchy), and picked up the Admiral, the flag-captain and lieutenant, and many other officers; we landed at the Custom House and walked up to the Oriental Hotel, where carriages were waiting, into which we all got and drove off to El Prado, where a large garden party was given by the British residents to the Admiral and officers of the squadron. We were invited for 5 P.M. and thus had an hour or so of daylight to wander about the grounds, which were afterwards very prettily illuminated with various coloured

lanterns hanging from the trees, especially the avenue leading up the hill from the gateway to the large platform round the fountain, which was festooned with lanterns on either side, and where a cold refection was laid out on long tables. At this Mr. McCall, the chairman of the committee, presided, with the Admiral on his right hand and Mr. Monson on his left. There was dancing afterwards, both in the open air and in the rooms of the building. The American officers from the *Shenandoah*, and the Spaniards and also the Brazilians from their gunboats, were invited. We left about 10.30 P.M., and slept at the Oriental Hotel, which was very full, so that the sitting-rooms were utilised for sleeping by the midshipmen.

Dec. 29th.—Up to the central railway station by 7 A.M., where Mr. Monson and Mr. Chamberlain, the manager of the line, met the Admiral and his party. We went in a special train, consisting of two large and very lengthy saloon carriages, to Durazno, 130 miles up country, the furthest point inland towards the Brazilian frontier to which, at present, the railway has been extended. We passed Canelones and Santa Lucia (33 miles out, where are the waterworks planned and owned by an English company for supplying Monte Video with pure water), and stopped at 10 A.M. at Florida for an hour, where a first-rate breakfast had been prepared; from here the two members of the Uruguayan ministry, who had accompanied the Admiral thus far, returned to town. The railway track, to avoid the difficulties of levelling, pursues a most meandering course round the various rising undulations, none of which are much over thirty feet high. The country through which we pass consists chiefly of broad undulating pampas, and resembles what much of England would be, if bared of villages, hedgerows, churches and woods. It is covered with grass of various kinds, green and brown, mostly turf, over which, at great distances apart, herds of cattle, horses and sheep, wander and graze. The absence of timber and native forest on the pampas is difficult to explain. By the side of the line, here and there, are growing large patches of giant thistles and cactus; what few trees there are to break the monotony of the prospect are chiefly newly-planted eucalyptus and acacias in the neighbourhood of occasional estancias. Some of these eucalyptus trees are from over 80 to 100 feet in height, and they were imported from Australia and planted only twelve years ago. Leaving Monte Video there are many pretty quintas in the suburbs, which extend for three or four miles each side of the line; the fields are

here divided by hedgerows of aloes, which remind us of the pinguin hedges in Jamaica, but afterwards the country gets wilder and more and more open, until at last, at about noon, we run into Durazno over the long viaduct which spans the river Yi, a tributary of the Rio Negro; and which is bordered on the banks with copses of bushes like bog myrtle.

[We at first wondered why this substantial and expensive viaduct had been erected, as the town itself of Durazno seemed but a small one; but we learnt that the river, though at this season of the year it is low and apparently small, except where it broadens into pools; yet, in the winter time, or after rain, when in full flood is of a considerable breadth, and that it thus offers the chief obstacle to the traffic of hides and wools that come down from the country inland to Monte Video. Till the bridge was made the railway could not compete with the carts of the country for the conveyance of these, as when the carts were once over the river they ran down to the coast at the lower rate of the two. By the bridge, however, the railway has now tapped all the trade beyond the river, and very few carts now come down beyond Durazno. This railway was to have gone on to the frontier of Brazil, 150 miles further, but there is a difficulty in obtaining the English capital necessary for constructing it; the present line was begun twelve years ago, and now pays three per cent., and would pay a great deal more if the government were a stable one. Although the railways have rendered local *emeutes* and revolutions, of the sort which formerly distracted the country, impossible, as the central government in power is now always able, by their means, to convey troops to any spot where a disturbance may arise and put it down at once, yet still there is more liability to sudden changes of government, through factious jealousies in the capital, than perhaps, at present, we are used to in Europe. There is no doubt that the railways in these South American States will bring about gradually, but surely, as they have already done in various countries where they have been constructed, a vast change in their commercial, social, and political development. The sources of wealth which now lie hidden beneath the soil of these states all down along the mountain ranges, consisting of metals, minerals, and precious stones, are practically unlimited. Large also as are the herds and flocks which wander and graze upon the pampas, they are nothing in comparison to those which these limitless downs, with their rich

black soil seven feet deep, are capable of rearing. The only difficulty is population. Uruguay is not yet peopled; one-fourth of the soil is yet without ownership, and is not even surveyed. The area of the whole country (76,000 square miles), is considerably larger than that of England and Wales. Its coast-line on the Atlantic is 200 miles, that on the south is 155, and its western shore line along the river Uruguay (which separates it from Paraguay, which in its turn is again about the size of England and Wales), is 155 miles. Its total population is only 450,000 (less than that of Birmingham or Baltimore); but it is absolutely free from any vestige of that indigenous or Indian population which in many South American countries gives such trouble. For a century and a quarter (from 1624, when the first attempts were made to colonise it) the country belonged nominally and alternately to the Spaniards and Portuguese; early in the nineteenth century the question of dominion was settled finally in favour of the Spaniards. Even in those early days it was discovered that the most advantageous objects of industry were hides and tallow. The whole of the Plate district was then included in the Viceroyalty of Peru; subsequently a separate viceroy was established in Buenos Aires. After turning out the British in 1807, the states of the Plate rebelled against Spain, and then began the series of troubles which they would have escaped had they remained British; they had no strength to stand alone, and were torn by intestine factions. At one time Uruguay stood independent; at another it was subdued by the Argentines; then it was incorporated with Portugal; afterwards with Brazil. Each of these in turn fought over its possession, and meanwhile its inhabitants were the prey of each. In 1828 they appealed to Great Britain to mediate, and Uruguay was declared a state, sovereign and independent. Emigration is now steadily supplying population, chiefly from Switzerland and Italy. Ever since Garibaldi, in his youth, won his first laurels at Monte Video, the Italians have emigrated in large numbers to this and other States bordering on the Plate. In process of time there is no doubt that the descendants of these settlers will swamp, in point of numbers, those of the native Spaniards. In the department of Monte Video alone there are twice as many foreigners who possess freehold property as native-born Uruguayans. Every man on landing here becomes *ipso facto* a citizen of the Republic, and already some of the higher offices in the government are held by such new-comers. Be it from what cause

it may, there is no doubt that emigrants to South America, both in former days and in the present, learn sooner to identify themselves with their adopted country than is the case in any other quarter of the globe; it was so in the olden days of the Spanish domination, when no one hated the rule of Spain more than the descendants, in the second or third generation, of those who had originally colonised the country. Heterogeneous as may be the component parts, they are gradually but infallibly coalescing to build up what in the future will be the United States of South America. Jealousies, rivalries, and faction fights have been, and will, of course, be here productive, not only in each State in itself, but also between State and State, of the greatest mischief. But as each man and as each state learns more and more to perceive that their interest lies, both individually and collectively, in the development of the material resources with which nature has so richly endowed the land to which they are, one and all, more or less attached; and as the extension of the railway system knits together these various States and renders communication, now practically impossible between the most distant, easy and natural, the same result will ensue which has already followed in Canada, and which is following in Australia, where Union and Confederation give not only strength to the commercial developments of those countries, but also width and depth to their political sentiments of patriotism and empire. It will, of course, inevitably require a certain amount of time before such consummation can be brought to pass; and probably the States of South America will first combine, either peaceably or after war, into two Confederations: consisting, the one, of those to the East, and the other, of those to the West of the Andes. But as far as can be foreseen, even this division cannot be of long continuance. Already the railway, which will bring Buenos Aires within forty-eight hours of Valparaiso, has been constructed over two-thirds of the distance; and the produce of the Eastern States is just that which the Western require, and in their turn the Western have long felt that their own full development was only to be brought about by freer intercourse with those on the Eastern slopes of the Andes. This has been shown, although perhaps in some cases more or less blindly, by the execution in Peru of some of the most stupendous engineering operations which even this generation has seen. At present the money lavished on the Oroya, and Cuzco lines which wind and climb through tunnels and over viaducts amid the almost inaccessible passes of the Andes, may

appear to have been wasted, or spent chiefly in jobbery or for party purposes; but in the end it will not be so. The energy and ability which have been exhibited by Chili in the present war with Peru reflect on one at least of these South American republics the very greatest credit, and show that there at least politics and government are something more than a trade. And as in that particular contest the more honest, and the better administered of the two Western States has completely vanquished the governing power of the other, so, in like manner, though let us hope with less effusion of blood, the more vigorous of the Eastern States will, in their turn, take the lead and bear the chief hand in making into one strong Federal state the four (Argentines, Paraguay, Uruguay, and Brazil) which are now broken up into rival and mutually jealous republics. Brazil, though nominally a monarchy, is, for all practicable purposes, a republic; and probably to her statesmen and to those of the Argentine Confederation will belong, in the near future, the lead of the Federated Eastern states. The population of the Argentine republic even now exceeds that of the five provinces of Australia; the resources and the climate, for the most part, both much resemble those of our great island continent in the southern seas. At the beginning of this century there were many English merchants established at Monte Video. In June, 1806, both it and Buenos Aires were taken possession of by the English; and in the following year General Whitelocke was sent out with a supplementary force. He most ignominiously capitulated in September, 1807.[1] That was in the days before the tide

[1] The history of this now almost forgotten attempt to bring South America beneath the British flag, which if it had been successful would undoubtedly have established here one of the most flourishing of English colonies, is as follows. In 1761, when the forces of Spain and France were banded together under the Bourbon family in contest with England for World empire, and for the destruction of British commerce, the elder Pitt had purposed to liberate the Spanish possessions in the New World. As the dream of French empire in India had been destroyed at Plassey in 1757, and the dream of another French empire in North America had been wrecked at Montreal in 1760, so that of the Spaniard was similarly to be destroyed in South America. In 1797 when millions of hides were rotting in the warehouses of Monte Video and Buenos Aires, because the British cruisers had in the war with Spain and France to maintain the blockade of the Plate, it was concluded that the people of these states, oppressed beneath the yoke of Spain, would soon see that their interests would be best served by making cause with England. But the peace of Amiens in 1802 put an end for the time to the project of their deliverance. It was, however, no less a favourite scheme of the younger Pitt than of his father, and it was revived and put in execution soon after the opening of the European war in 1803. The Plate fleet was captured and the tribute to Spain (over two millions sterling) was brought into London with much pomp and popular rejoicing. The younger Pitt died in January 1806, but in June of that year (the year after the battle of Trafalgar) a small British squadron appeared in the Plate, the same as had sailed in the previous autumn to the Cape of Good Hope, and in the spring of 1806 secured the Dutch

of emigration had begun to flow from the British shores to Australia; and if, instead of flowing eastward, it had gone westward to these so similar lands, the British sheep farmers and ore miners would have had as much to do in the rearing of the United States of South America as they have had in the furnishing substance for the vigorous and healthy growth of the United States of North America; and would have been a strong nucleus to assimilate here the descendants of the Spanish and Portuguese with the same ease as they have those of the French in

colonies, and taken the whole Dutch army there as prisoners of war, from the other ally of France, whose kingdom in Europe Napoleon had transferred to his own brother Louis: and thus the mastery of Holland by the French had led to the transfer of her colonies to the British Crown as a measure of self-defence. Spain was already Napoleon's subservient ally; he ruthlessly meditated making her and Portugal his own, hoping that with their mighty dominions in South and Central America he might renew with vastly increased forces the struggle with Britain for her empire of the seas. These were the designs which the English were driven if possible to forestall, and the best means of so doing appeared to be the carrying out of the project of Liberation that had been entertained by the two Pitts. When Sir Home Popham with his squadron from the Cape appeared off Buenos Aires, the Spanish Viceroy at once fled. In the despatch announcing to the authorities at home the success of his achievement Sir Home invited English merchants to come to the magnificent new centre of trade thus opened. A few British troops, in all 1,635 (consisting of the 71st Highlanders, some bluejackets, and artillery) under General Beresford quietly occupied Buenos Aires on the 27th June; so faint was the show of resistance offered by this city of 60,000 inhabitants, that only one Englishman was killed. It was not so much a conquest as a fraternization with the colonists that Beresford hoped for, as he at once expressed in his Manifesto (July 2nd) to the people. All the judges, and clerics, all the military and civil officers in the place, took the oath of allegiance to the King of England; and the newcomers were welcomed and on friendly terms from the beginning with the chief citizens. So secure did Beresford fancy himself to be that he sent away a considerable portion of the little force he had, back to England (July 10th) in convoy of the Spanish treasure captured, and with the news of his brilliant success, where they arrived September, 1806. Some of the disaffected of the citizens, however, observing the scanty numbers of the English, at the instigation and under the leadership of a Frenchman named Liniers, and with the aid of some French privateersmen whom he brought across the river under cover of a fog (August 4th), rallied the remains of the Spanish garrison and attacked the English in the streets of Buenos Aires. From the central square they were driven by superior numbers to retire to the fort hard by, and there on the 12th August, Beresford consented to withdraw from the city which he had held forty-five days and go on board the English ships in the Roads. Liniers promised on his part to maintain order if the English came out of the fort. No sooner had the British piled their arms than the promise made was broken by Liniers. On getting them into his hands he insisted on sending the English as captives into the interior (September 20th). Most of them, however, by the help of friendly colonists afterwards escaped, and Beresford lived till 1854. He served with Sir John Moore at Corunna in 1808, and in the peninsular campaign under Wellington. Scarcely, however, had this untoward event happened at Buenos Aires than reinforcements from the Cape of Good Hope (3,500 strong) arrived at Monte Video; and in February 1807, another squadron from England under Admiral Stirling with General Auchmuty, and in May another under Admiral Murray and General Crawford with 5,000 more troops. A month later came General Whitelocke, as Governor-General of South America on a salary of 12,000*l.* a year. The squadron was under orders to sail round the Horn, and deliver Valparaiso in Chili from the Spaniards, and to establish posts across the country connecting that city with Buenos Aires, and thus at last to execute the long-cherished plan of Lord

Louisiana and the Spanish of Florida or the Dutch of New York.]

At Durazno station we found a number of saddle-ponies and saddle-horses (worth 3*l.* each on an average) waiting for us, with Mr. Dunster, who began life as a midshipman in the service (for fifteen months), but who now lives on the pampas, and is the only man that the gauchos confess is able to tame and ride the wildest horses just as well as they can. We all mounted, and first galloped over the turf of the pampas to Rodeo (*i.e.* "a well-worn spot"),

Anson. Buenos Aires, however, must first be re-occupied, and for that purpose seven English regiments were landed and marched up to Buenos Aires (July 1st); but even after the warning which Beresford had received, serious warlike operations do not seem to have been anticipated by the new Governor-General. His officers after slight resistance offered, took the city (July 2); but Whitelocke through treachery or incompetence would not advance. He even removed the flints from the muskets of the Connaught Rangers and sent them forward into the central square, and seems to have done all he could to get the rest of his troops entangled in the streets through which he ordered them to march without firing a shot even if attacked. So strange and imbecile an attempt to retrieve the disastrous effect of the retreat of a few months before could not but invite the Spaniards with superior forces to close in on the unresisting English from the neighbouring streets on all sides; without food or drink and without ammunition they could not but surrender. Whitelocke, who had remained three miles in the rear, made haste to propose to capitulate and to purchase his own safety and that of the survivors of the men whom he had ordered into this ridiculous but tragic plight, by agreeing on the 6th of July with the still active French Colonel Liniers to evacuate the province within two months. Liniers seeing with what sort of man he had to bargain, added to this agreement at the last moment "and Monte Video also." Whitelocke consented without another word, and Monte Video which the English had held for seven months was also "given up." Further reinforcements of 2,000 men had arrived at Monte Video from England on July 5th, and Auchmuty strongly urged Whitelocke to make another effort before consenting to such ignominy, but in vain. Out of the 10,000 men with whom he set out from Monte Video to Buenos Aires, 317 were killed and twice as many wounded in this fiasco. Liniers now made himself Governor-General of the Plate; three years later (26th August 1810), he was shot by order of the National Committee. In the judgment of the Court Martial which tried Whitelocke for this disgraceful and silly conduct of the expedition he was held "totally unfit to serve His Majesty in any military capacity whatever," and the popular voice changed his name to General Whitefeather. He would undoubtedly have been shot, had he not had a very near relative in one of the royal dukes. The news of the ease with which Beresford had at first overthrown the Spanish power apparently led the Ministry at home to suppose that it did not matter much who they sent as Governor-General, since he would have capable and gallant officers, such as Crawford and Auchmuty, beside him. Whitelocke, although he had once before disgraced himself by cowardice in the West Indies, was therefore selected for what seemed a lucrative and easy post. The only possible excuse that can be made for his conduct is that he was weak witted, and certainly no worse than the Spanish Viceroy, Sobremonte, whose place he was sent to occupy. There was probably no man of that generation whose name was more loathed and execrated as a traitor; for some years afterwards there was a common toast, making a loyal distinction between the father and son: "Success to grey hairs, but a curse on white locks." So ended the attempt to make South America a British colony. A splendid opportunity was thrown away, a gallant army sacrificed, and a slur brought upon the English name. The colonists whom the English had imagined would hail them as deliverers and come to their support against the Spanish garrison were supine: the distances over which they were scattered were immense, and means of communication were difficult. Moreover, although the country was so sparsely inhabited, there was a short-sighted party among them who dreaded the advent of

where we saw lassoing and bolasing practised. The bola (or sling) consists of three balls, each about two inches in diameter, but sometimes smaller; two are heavy and the third is light. Each ball is attached to the end of a piece of plaited raw hide about two yards long; the ends of all these thongs are made fast together in a knot. When about to be used, the lighter ball is held fast in the hand and swung round the head in a circular manner, causing the two heavy balls to revolve at the end of their thongs; the whole is then let fly at the legs of the animal that is to be

other immigrants into their territory, and the proclamation of free trade instead of the Spanish monopoly; and with an exclusive and selfish narrowness feared that, if the English were once permanently established at Buenos Aires, emigrants from Europe would wish to settle on these boundless pampas; in the hope therefore, of shutting out all fresh comers, though they disliked the Spanish yoke they would not aid the English. That the calculation, however, of the British Ministry at home was not altogether wrong as to the good will of many of the Argentine colonists towards England was shown by subsequent events. When three years later (in 1810) it became known on the Plate that Spain was a conquered country, and under the heel of the French armies whom Wellington was opposing, all the Spanish South American colonies one after the other threw off her authority, and the Plate States amongst them, and most of the Spanish troops then in the country went over to the cause of Independence. The leader of the revolt in Buenos Aires was General Belgrano. But under the total anarchy that then followed in the Argentine capital and provinces it was no easy matter to establish a new government over the scattered and half civilised population of this vast country. The estancieros kept what order they could in their immediate neighbourhood among their gauchos and Indian tribes, and banded themselves together in loose defensive leagues in each province. But in 1814 Belgrano came to England, with instructions from the leading citizens to beg the English to return to the Plate, and asked for an English protectorate, if possible under an English Prince. But the Napoleonic war was over; the tyrant had abdicated April 4th, 1814; and in the same year the Allied Sovereigns were visiting London. The political reasons for opposition to Spain had now passed away. It was "too late." The English as a government would do nothing for them now; they must struggle as best they might out of the disorder and confusion which they had brought upon themselves. In the War of Independence, however, that lasted from 1810 to 1826, the indomitable energy of our countrymen, who, like Byron in the Greek War of Independence, voluntarily gave their services on behalf of freedom, aided vastly in the emancipation of South America; and they have become the national heroes of the several States they fought for. In Venezuela under General MacGregor as many as 5,000 British subjects fell fighting between 1813 and 1826; Admiral Brown in the Argentine service destroyed the Spanish naval power on the eastern side, while Lord Dundonald in the service of Chili did the same on the western coast and afterwards entered the Brazilian service. General Miller, in the service of Peru, won the final and decisive battle of Ayacucho: and in 1821 Bolivar confessed that it was the steadiness of the British legion of volunteers that secured the independence of Colombia. The exploits of these leaders, as well as those of the many English officers who served with them both on shore and afloat, may perhaps be held to have helped forward the fulfilment of that prophecy which was said by the Spaniards themselves to have been written in the Aztec temple of the sun at Cuzco, that the delivery of South America would be effected by a nation called English. Lord Palmerston reckoned that 150 millions of English money had been sunk in loans and enterprises in the South American states. Since then they are what they are mainly through the indirect help of the English, it causes one all the more to regret that their liberation and subsequent development was not more directly, more thoroughly, and more cheaply accomplished by carrying out the policy of Canning and the two Pitts, and bringing them beneath the British flag.

caught, the balls wind round them and tie him up securely, and over he falls on his side. Two or three horses that had never been ridden were thus caught and afterwards mounted for the first time, after much resistance, by gauchos, or native horsemen, who are, by descent, a mixture of Spaniard and Indian; they are, from infancy, trained to the use of the lasso and the handling of horses and cattle. A series of pads and rugs were put upon the horse while lying on the ground with his legs tied, and a strong bridle with very powerful bit and ring was put in his mouth. He was then allowed to get up, and the gaucho sprang on his back with great agility; two other riders on tame horses rode alongside or behind to bump him when requisite. All his buck-jumping could not get his rider out of the saddle; the man drove him into a gallop, and away they went over the open pampas till the horse got blown, and gave in. We then had another fine scamper over the plain to where, a few miles off, under a clump of trees, *carne cum cuiro*, or "beef cooked in the hide," had been prepared, one of the luxuries of "the camp" or up-country life. The whole half of a carcase is roasted, on long iron rods for spits, before a camp-fire; it certainly preserves its flavour thus, and some pieces were very succulent and good. The maté, or Paraguayan tea, too was very refreshing. It is the dried leaves of a species of Ilex, which the Indians gather in the forests, chiefly in the province of Paraña, and a supply of which is carried by each of the gauchos, in a powdered form, in a small bag attached to his belt, together with a small hollow globular calabash or bowl about three inches in diameter (like an orange with a hole an inch across at the top), and sometimes mounted in silver—which he half fills with these greenish-coloured powdered leaves, and after pouring hot water upon them, then imbibes the liquid up through a silver or other tube about twelve inches long; in this way you get not more than two teaspoonfuls of liquid. The effect of this tea on those not used to it sometimes produces diarrhœa, but those who are habituated to its use find that by its help they can endure the longest day's work even without food. It is exported in packets two feet square, tightly compressed in ox-hide. We stayed in the shade of the trees listening to various tales of gaucho adventure, some, perhaps, overdrawn, but all more or less entertaining. The gauchos are fine-looking fellows, all with a hardy air of well-fed contentment, and as they live in the saddle and open air are as brown as mahogany. The head gaucho on Mr. Dunster's estancia

or farm, a German by extraction, gave Eddy some furs which he had himself prepared, of jaguar, wild cat, and seals, and to George a couple of lassos and bolas, which we had seen used earlier in the day. Then after another good gallop to see some fine oxen that had been penned, and also some horses, we returned to Durazno station. We were all very hot and dusty, so Mr. Chamberlain proposed that those who would like a bathe should mount the engine that was standing in the station, and run back on it to the other side of the viaduct, and there go down to the river for a swim, which was accordingly done. The elder members of the party had their bath in the room under the engine tank, where cold water was pumped over them. We returned to dinner which had been brought up from Monte Video in the train, and which was now laid out in a long room at the station, prettily decorated for the occasion. What few rooms there were, were afterwards utilised for sleeping, but the majority slept very comfortably in a long train—brought up for that purpose from Monte Video—of luggage waggons, in each of which a couple of iron camp bedsteads with washhand-stands, &c., had been rigged up. Before breakfast next morning the whole train was run down to the river, and the occupants bathed luxuriously before dressing. The air up here is most invigorating, and wonderfully light and dry; and the natural moisture after exertion is quickly absorbed from the surface of the skin; and one is quite surprised at the amount of liquid in the shape of light wine, lemonade, or oranges, that it requires to allay one's thirst.

[There are only two classes of immigrants fitted for Uruguay—those who are accustomed to manual labour (as farm labourers or mechanics), and those who have capital to invest. Nondescripts and loafers come here to a speedy end; weeds at home, they are worse than weeds here. Cattle rearing is the chief industry; it requires more land and less labour than agriculture, but more local and special knowledge than sheep-farming. The cattle industry, like everything else in Uruguay, is influenced by the existing state of transition from the semi-barbarous freedom, or lawlessness, of a thinly-peopled and pastoral country, to a condition similar to that of a British colony. But even so, there is probably no country in the world (not even the Argentine republic) so rich in herds of cattle, if the number be estimated in proportion to population or extent of territory. In 1878 the proportion was 32 head of cattle per square kilometre, and 1,385 for every hundred of the

population; of sheep there were 65 per square kilometre, and 2,770 for every hundred of the population. In Buenos Aires, however, of sheep there were 215 per kilometre, and 8,275 for every hundred of the population, but of cattle there were only 930 for every hundred of the population, and 24 per square kilometre. The rearing of cattle is undoubtedly attended by great risks. Diseases and droughts may destroy them by hundreds. The droughts are more fatal to cattle than to sheep. In the whole of Uruguay there are, this year, twenty millions of sheep, one and a-half million horses, and at least seven million cattle, valued at about ten millions sterling—that is to say, nearly twice as many sheep as there are in the colony of Victoria, more horses than there are in the whole of Australia, and nearly as many cattle. The wool is said to compare favourably with the choicest wool from Australia; most of it is consumed, however, not in England, but in Belgium and Germany. The sheep industry on any large scale dates only from 1855; now 50,000,000 lbs. of wool are exported annually. Shepherds earn about 35*l.* a year, lodging, and rations as much as they can eat; unmarried Englishwomen, if careful hands at housekeeping, can easily find places at the same wages, and soon marry.

1. Suppose the case of any one starting with a capital of 1,500*l.* He could rent about 5,600 acres at about 80*l.* per annum; on which he would easily maintain 8,000 sheep and 500 cattle. 2,400 sheep (at 10*s.* each) would cost 1,200*l.*; thirty mares and horses 25*l.* On two station-houses he would expend 160*l.*, and on furniture, cart, and implements, 40*l.*; in all, 1,425*l.* His original stock in five years would increase to 8,800, or (deducting sheep sold) to 7,400; and his balance-sheet (with average luck), should stand thus:—

Receipt for Wool, 1st year ...	£180
,, ,, 2nd year ...	240
,, ,, 3rd year ...	320
Sale of 1,400 Sheep	600
Sale of Wool, 4th year	320
,, ,, 5th year	400
Total receipt	£2,060
Total expenditure ...	1,510
	£550
5,000 Sheep increase at 10*s.* ...	1,970
Horses, &c., at half cost	100
Profits in five years ...	£3,150

Expenditure, 1st year	£150
,, 2nd year	180
,, 3rd year	240
,, 4th year	240
,, 5th year	300
	£1,110
Rent of ground (5 years)	400
	£1,510

So that at the end of the fifth year he has more than doubled his capital.

2. Supposing a man starts with 5,000*l.* capital; then he had better purchase, not rent. He can purchase about 5,600 acres for 2,000*l.* (the average price of pasture land is 6*s.* 8*d.* an acre; of arable, 1*l.* 8*s.*, although the greater part of what is now used for pastoral purposes could be converted ultimately into arable land)—stock it with 3,000 sheep for 1,500*l.*; 600 head of cattle, 450*l.*; horses, 50*l.*; buildings and implements, 600*l.* The increase on horned cattle is generally estimated at one-third on capital. Thus in five years his balance-sheet should show thus:—

	Stock of Sheep.	Of Cattle.
	3,000	600
Increase 1st year...	1,000	200
,, 2nd year	1,300	260
,, 3rd year	1,700	360
,, 4th year	1,800	340
,, 5th year	2,000	400
	10,800	2,160
Sales	2,800	800
	8,000	1,360
Capital	3,000	600
Net Increase	5,000	760

Receipts.		Expenditure.	
Sale of Wool, 1st year	£225	1st year	£300
,, 2nd year	300	2nd year	300
,, 3rd year	520	3rd year	350
,, 4th year	550	4th year	400
,, 5th year	450	5th year	450
1,400 Sheep sold...	600		
1,400 ,, ...	600		£1,800
400 head of cattle	300		
400 ,, ,, ...	300		
	£3,845		
Deduct expenses	1,800		
Surplus cash	£2,045		
5,000 Sheep	2,500		
760 head of cattle	570		

Profit in five years, 5,115*l.*, on an outlay of 4,600*l.*

The average value of cattle per head is 25*s.*; and of sheep, 4*s.*; cattle for killing, 51*s.* (These balance sheets are taken from *The Republic of Uruguay*, General Statistics, issued by authority of the consulate general of Uruguay. Stanford, Charing Cross.)

But make no mistake, you wouldn't get that, or indeed anything at all without working, and working hard for it. Education and good connections profit you nought here. A man must have plenty of pluck and plenty of experience before he settles as a

sheep farmer. As master he must work a good deal harder than his men; sleep on the ground, be able to carpenter and cook, do any drudgery, and take any sort of food, keep at it with perseverance and keen vigilance, live, in fact, as a man with all his faculties awake both of body and mind, and then, and then only, will he win. "Civilisation with him will mean," (in Canon Kingsley's words)—"not more wealth, more finery, more self-indulgence, nor more aesthetic and artistic luxury—but more virtue, more knowledge, more self-control, even though he earn scanty bread by heavy toil." The contest is a hard one, and many are not equal to it; the life is solitary, and with all its liberty, the blue skies and brilliant hopes, there are hard times at starting; but at the end of it all you get fourteen per cent. on your capital invested, with the satisfaction that it is all your own, and that your character has been strengthened, and that you are more than fourteen per cent. bettered as a man. Some of the wealthiest landed proprietors now in the River Plate were either originally themselves English, Irish, or Scotch settlers, or are the sons and grandsons of such men.

3. Now take the agriculturist on a small scale: A family can establish themselves on a patch of land of thirty or forty acres, and provide themselves with a house, two working oxen, a milch cow, two carts and the necessary implements, for under 50*l*. One year's expenditure (including rent, and ten per cent. interest on borrowed 50*l*.) would be about 60*l*. With fair luck the produce of the land should yield them a net profit of 18*l*. or 20*l*. to add to their capital. They would raise wheat, maize, potatoes and lucern. In the neighbourhood of Monte Video it is chiefly immigrants from the Canary Islands who adopt this method of life, as well as Basques, and small Italian farmers. The soil is very fertile, and its produce could be increased to any extent, but at present pasturage is more remunerative. The poorer classes of European immigrants (Swiss, Waldenses, Spaniards), often form agricultural settlements or communities (of four or five thousand in all), with their proper complement of artisans, mechanics, &c., and with their own chaplain; and as far as local questions are concerned the community governs itself. It possesses reading-rooms, clubs, musical societies and rifle associations. Several of these settlements are models of frugal social comfort, and minister by their existence to the benefit of the larger state community. They prosper as peasant proprietors by hard work and the sale of their wheat and Indian corn,

eggs, poultry, potatoes, beans, &c. Such a settlement would occupy twelve square miles of land, divided into farms of about twenty-six acres, for which they would pay about 40*l.* each. Of all systems of emigration on a large scale it seems as if this method of colonising by communities or settlements will eventually prove the most efficient. The Germans have lately started such a settlement on the banks of the Uruguay. What is wanted in new countries, is numbers; and men and women with ordinary capacities, and willingness to work steadily, and remain permanently. In the back country bordering on Brazil, land may be had cheaper, (at 2*s.* an acre,) and is very fertile, while the climate is that of Italy or the South of France. About one-third of the immigrants that come to Uruguay are of this agricultural class; last year about 10,000 in all arrived, and this has been about the average for the last five years. Of those that came last year over 4,000 were Italian, 2,500 Spanish, another 1,000 Basques from France, 500 English, and about the same number German.

The immigrants most needed by Uruguay are agricultural labourers and female servants. The last are sure of finding employment. Steady young men of good constitutions and accustomed to sober, out-door country life, can earn, at the sheep farms, 3*l.* a month with board and lodging; and after a short time get a flock of sheep, with a third of the profits—and so ultimately (if worth their salt) become independent sheep farmers. The fare third-class from Liverpool is 12*l.*, and the passage out takes a month.]

Dec. 30*th*.—Started at 9 A.M., and ran down in the special train (after thanking Mr. Dunster and Mr. Wingate for all they had shown us at Durazno) to Monte Video, over the same undulating pampas with here and there low woods and brushwood, cactus hedges and eucalyptus trees. Half-way down, a fine fox, off the pampas, was handed into the train in his box, which the flag-captain took possession of. He accompanied the squadron afterwards to the Cape, but never renounced his natural habits, and made sad gaps in the Admiral's hencoops, and occasionally among the marines' boots. We arrived at Monte Video at 3 P.M., and drove straight to the Hotel Oriental, where we got our luggage, and went at once on board the *Elk*, which then got under way, and after picking up from the *Bacchante* Dr. Turnbull, and from the flagship Prince Louis of Battenburg, left at 5 P.M. and steamed up the river, 120 miles, to Buenos Aires. Although the River Plate looks a large estuary on the map, it is not navigable for ships of large

draught; and even for those drawing a dozen feet the passage is a very narrow one, and at Buenos Aires they have to lie out two or three miles from the town. The deepest water by the pier head there is only five feet deep. The usual way to land passengers and goods is to unload them from the ships into small boats, and when these have rowed in as close to shore as the shallow water will allow, their contents are transferred to carts that come alongside. This method considerably increases the expense attending their conveyance.

We had intended to have gone across the country from Monte Video to Colonia (the oldest settlement of the Portuguese, founded in 1680), partly by train and partly riding, and thus have visited the Swiss colony, and from Colonia have gone up the Uruguay river in the gun-vessel to Fraybentos, in order to see Liebig's extract of meat factory, and to Paysandu for McCall's ox-tongue preserving establishment. At the first of these places, one hundred cattle are killed by machinery, skinned and cut up in an hour; over 1,200 a day, or over 150,000 a year of five months. This employs 500 men. Each skinner gets 6*d.* a head; at the height of the season a man can skin thirty-three in a day, and thus earn over 16*s.* But if, in skinning, he makes a hole in the skin, he loses his payment for that animal. Eighty vessels during the year are loaded at the wharves there, for Europe, with the Extract. It is stewed in huge cauldrons, and packed in large cube tins holding about 110 lbs.; each of these tins contains, on an average, the substance of fifteen animals, and is worth about 50*l.* On arrival in Europe their contents are subdivided. Near Monte Video there are nine saladeros (or salting grounds), and ten on the river Uruguay.

At the present time it is calculated that in the whole of the country, over a million and a-half of cattle are thus worked up annually. Of these more than half a million are simply killed for the tallow and hides they produce for export. The summer is the season for killing at the saladeros; oxen, young and in good condition, are then sold at 4*l.* each (his hide and tallow will fetch half that sum, and the meat the other half). The different inventions for facilitating the export of meat, as in tins or chemically prepared, or in refrigerated chambers, will enormously improve the cattle industry. Already mutton is exported frozen to England, both from Colonia and Campana; 1,500 frozen sheep go to one cargo.

We went straight up through the night to Buenos Aires; it was fine and calm, and we made a good passage and slept comfortably

on board slung in cots in the after cabin. Captain Clanchy's ship's company are a healthy-looking lot, as hardy and cheerful as can be, through being well-fed on the beef of the country and well seasoned in the sun.

Dec. 31*st.*—The *Elk*, on account of her light draught, is able to go in almost within a stone's-throw of the jetty, at which we land at 10 A.M. Here the British minister, Sir Horace Rumbold, Bart., and Mr. Egerton, his secretary, met us, and took us out at once by train to Belgrano, a short distance to the north of the town, where he is staying. The captain, the doctor, and Prince Louis, are put up at the very pretty quinta of a Belgian gentleman, and in the midst of a large and shady garden, at a short distance from the minister's. The village of Belgrano appears to have been laid out on a more ambitious plan than has at present been executed. The streets are broad and at right angles to each other, but the houses at their sides few and far between; there is a large church, and other unfinished buildings. After luncheon we ran back into the town in the train, and first walked to the Museum, which contains some very splendid geological specimens of gigantic sloths and other extinct animals, dug up from the pampas. We walked about the town, the streets of which are all at right angles to each other, at regular distances of about 140 yards apart, and exhibit every evidence of much wealth and trade. Most of the houses are of one storey only; some are of three; every one is flat-topped and has a terrace on the roof, and one or two courts in the middle with windows looking into them. The population of Buenos Aires (which is so called from the healthy and pure air which the prevalent south-west pampero wind brings from the interior) is just under 300,000, or about half that of Liverpool, and not quite so many as that of Sheffield. We looked into several of the shops, which are really very good in this South American Melbourne about equal in size to the Victorian capital. We then went to the Custom House (which was the old semi-circular fort that Beresford occupied) and across the Plaza Vittoria, surrounded with very fine public buildings, and so called in memory of the Argentine victory over the British. The English flag of the 71st Highlanders, still bearing marks of the gallant defence of St. Jean d'Acre against Napoleon, which was captured when Beresford was driven from this square 12th August, 1806, is exhibited as a trophy in the church of San Domingo close by. We then drove with Sir Horace to call on the

President of the Argentine Republic, General Roca, at his country house outside the town, and so home to dinner at Belgrano, to which were invited some of the very large number of English who have settled out here.

Jan. 1st, 1881.—New Year's Day dawned wet and stormy, with much thunder and wind. There was to have been a cricket-match between the officers of the squadron and the English club of residents at Buenos Aires, but it rained so heavily all the morning that it was impossible to play. However, towards midday it cleared up a bit, and so we drove in the President's private carriage, which he had kindly sent for our use, three miles from Belgrano to Palermo. This is the name of the park, where there is a long and broad avenue of palm trees, which were planted by Rosas, whose old palace, a curious square building, where strange scenes were enacted during his twenty years' tyranny (1829 to 1852), is still standing, though now deserted; and so on by the new Exhibition buildings, and some pretty plantations artificially laid out and watered, and which consist of weeping willows, poplars, and other shrubs, together with the ubiquitous eucalyptus. At the ground we found a scratch match going on, which adjourned at two for lunch in the tent, given by the Buenos Aires cricket club. At 3 P.M. we left in a special train on the Ferro carril del Sud, which Mr. Cooper, the superintendent of the line, had drawn up for us close to the cricket ground. The two large saloon carriages were banded on the outside with the Argentine colours, in light blue and white silk; in the centre of this was a square, with the English royal arms; in the interior of the carriage the Prince of Wales's plumes had been illuminated, and there we found two gun-room friends, Erskine of the *Garnet*, and Wemyss from the *Bacchante*, who had come up from Monte Video that morning, waiting for us. The line runs first through the town, and then over one very long iron bridge by the shore. We steamed away south over the pampas to Rauchos, and to Villa Nueva, where we arrived after a capital run over the 125 miles from Buenos Aires at 7 P.M.

The railway is laid on iron sleepers (the gauge of the line is 5′ 6″, the English narrow gauge being 4′ 8½″), and is fenced in in parts with iron wire fencing, run through posts of a wood that is incorruptible in the black earth. The pampas on the southern side of the Plate are much flatter than those we saw on the Uruguayan or northern side; the general effect of the landscape is

WOOL WAGGONS AT LAS FLORES.

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similar to that in passing over the Cambridgeshire fens, going down to Sandringham, though, of course, there are no Cambridgeshire dykes. We passed flocks of emus, and ostriches, and sheep, and herds of cattle and horses ranging, apparently wild, over the grassy and nearly treeless plain. The wire fences extend but a short distance, and most of the way there is nothing to prevent the animals coming on the line. Each engine has a huge projection in front called a "cow-catcher," which shovels and thrusts away from the train any stray animals who may chance to have so far forgotten themselves as to have wandered on to "the way," or fallen asleep upon it. Most of us took turns in riding upon this projection, where it was very cool and pleasant to meet the air. The rain that had fallen in the morning had completely laid the dust, which at other times, rising from the dry black soil, is very troublesome to the traveller; this, however, as the grass grows over the line, will much diminish. The railway is to be pushed on to Bahia Blanca (444 miles from Buenos Aires), and ultimately to San Jose, the best harbour on the Patagonian coast. The ironclads which the Argentines are purchasing in Europe cannot get up the Plate to Buenos Aires, but either of these ports they could enter, and if it be necessary for them to establish a naval depôt it could be done there; but as ports for trade they both lie too far to the south, and away from the main river arteries. Railways on this flat country can be constructed at a comparatively small outlay. The 350 miles belonging to this company were laid at a cost of less than three millions sterling. The ordinary stock pays this year eleven per cent. It was built and is managed by an English company; so also is the Eastern Argentine railway and the submarine telegraph between Monte Video and Buenos Aires. All the Argentine State loans have been negotiated in London, and in the public and private undertakings more millions of English money are invested in the Argentine country than those found by all other investors put together. Railways, besides being here great civilisers, vastly improve the value of the land through which they run, on account of the facilities thus afforded for the conveyance of the hides and wool from the interior to the capital. At Las Flores and other stations, we saw a number of bullock waggons from which the wheels are removed for them to be placed bodily on railway trucks for transport, as the wool is said to travel best when thus packed; they are constructed entirely of hides belted over and bulging out at each end. On either side of

the railway there is a course of telegraph wires; those on one side belong to the Government, and those on the other to the Company.

Mr. Shennan (of whom we had heard so much when in the *Britannia* from Captain Fairfax, who had visited him here when senior officer on the South American station he had had command of H.M.S. *Volage*), with Mr. St. John was waiting at the Villa Nueva station with two waggonettes, one of them a four-in-hand, to drive us to the estancia Negrete, eight miles off. Right away over the springy turf, as through an interminable field, we drive; to the inexperienced eye there seem no marks by which to tell the road, but here and there in the distance are little clumps of trees and other landmarks, which are known well to the estanciero. The last part of our drive was by starlight; we saw the bizcachos (like large hares), each with his attendant owl, coming out in the dusk to sit beside his hole. They sleep by day, and make their appearance towards sunset; at first they sit by the mouths of their burrows, looking sleepy and drowsy, but after a bit become lively and active enough. They live in families like rabbits. Their bodies are two feet long, covered with grey fur, ears short, eyes large and black, faces a mixture of badger and guinea-pig, tails sometimes a foot long like beavers, only ending in a tuft of black hair. They have also black whiskers, and four long sharp gnawing teeth. There were also numbers of the tero-teros, a sort of large brown plover, only with a horn or spur at the tip of each wing. They rose circling and uttering their melancholy note. We arrived at Negrete at 8.30 P.M., suddenly coming upon this large European house in the midst of its plantations, right out in the middle of the pampas. After dinner turned in rather tired.

Jan. 2nd.—Early this morning we went out into the garden, and found to what a pretty house we had come, for it was too dark last night to see anything of the grounds. It is only one story high, and is entered from a pillared portico on the exterior, and arranged like all houses out here, round a blue-tiled courtyard with a well in the middle, with iron framework for bucket over it. The water drawn from this well is deliciously cool, and similar water may be drawn anywhere "in Camp," (*i.e.* "in the country," as contrasted with the town) by sinking wells for about four feet below the surface. About the courtyard are many plants and shrubs, and on to it the bedrooms open. The garden has a fine lawn surrounded by eucalyptus or gum-trees, which seem to flourish everywhere here, and by willow, Scotch fir, poplar and acacia. There are beds of

English flowers, scarlet and variegated geraniums, heliotrope, lovely roses of all sorts, and rows of scarlet gladiolus. In the kitchen garden were apple and pear trees, gooseberries and currants, and plenty of English vegetables of every kind. After breakfast we sat quietly under a tree in the sunshine, observing the birds and insects. First came the brown oven-bird, a sort of pigeon, which builds its nest, of what is apparently mud, at the corners of the eaves of the house: in the interior of each of them there is a division down the middle. Then came a large sort of wasp with huge wings, a formidable-looking creature, like the Jack Spaniards at Trinidad, but he doesn't come much into the house; there were multitudes of ants too, black and brown, as industrious as usual, but larger than those in England. Of the birds that were singing, one fellow, called *ben-te-veo* ("I see you,") from the note he constantly utters, is said to be the same as our Trinidad friend *qui êtes-vous*, and just as vociferous. At noon we read the Sunday church service, in the drawing-room; where all the furniture is English, and where there is a nice little library of English books; and afterwards went for a drive, in two waggonettes, a little way over the pampas, to a 'rodeo' of 400 horses. These consisted of three herds of mares, with one stallion to each herd, who marshals his ladies and never lets them stray. They were driven into the 'rodeo' (or enclosure), from three different directions, by the gauchos; the head one of these was in a Zouave-like suit of black cloth; his broad leathern belt was completely covered with large silver coins, and the scabbard in which he carried his cutlass knife was one mass of silver; the bridle of his horse was silver and leather twisted together, all his horse-trappings were silver mounted, and beneath his stirrups there was a sort of hollow, cup-shaped appendage, turned topsy-turvy, also of silver. He was a fine, stalwart, grey-bearded old fellow, and had been in Mr. Shennan's service for very many years. We saw several colts lassoed out of this herd, which up till to-day had wandered wild on the pampas, and then, for the first time, saddled and mounted. The first taken in hand allowed himself to be mounted at once without much trouble. The gauchos sawed his mouth with the bit at first, and then rode off full gallop between two other mounted gauchos, whose trained steeds kept close alongside the other. The second colt that was lassoed occasioned more trouble than the first, and buck-jumped a good deal; however, he had to give in, for he had found his master. The tails of the mares, some of

them, were like huge clubs, hard and stiff; we cut off a few as a relief to the animals. The hairs of the tail become completely matted and hardened together by means of 'devil's horns,' which are a kind of seed-pod, each side of which terminates in a large hook about three inches in diameter. These pods accumulate on the tails of the horses as they wander over the pampas. Driving home we stopped to examine the native way of drawing water. Over a tank-like well is suspended, from two crossed sticks, a large wooden scoop-ladle, with a square funnel-shaped handle, which, when tilted up, allows the water to run backwards through itself, and so down into the troughs outside for the cattle. In the well there was a green toad very aged, fat, and large. Then home to lunch. At 4 P.M. we went in another direction over the pampas, some of the party on ponies and the rest in a waggonette. Our course lay through myriads of tall thistles (which cover the ground for acres in some places and are one of the greatest nuisances of the settler), to a cattle rodeo, where there were 3,000 cattle, the largest number that had ever been driven together into one enclosure. A few gauchos rode after them, but no other living thing was visible for miles. It was a fine sight, like an English cattle fair, only that the animals seemed to have more character in their heads, and to be larger and stronger, though not so stout. Several of them were lassoed and bolassed. The lasso is thrown over the animal's horns, or the bolas round their fore or hind legs. The captured animal, in each case, falls on its side. The man who throws the lasso prepares himself, and his horse, for the shock which he will receive when thus brought up sharp. One of our officers tried to throw the bolas as he was galloping about on his steed, but he got them entangled all round the legs of his own horse and his own body, and nearly came to grief; it looks easy enough to throw, but requires much practice. We had thus a very pleasant day, spent quite unrestrainedly in the country. The tero-tero rose shrieking on every side; the prairie owls and the brown pigeon, which utters a cry like, but not the same, as *ben-te-veo*, alone enlivened the scene, and the only drawback was the flies, which swarmed everywhere.

Jan. 3*rd.*—After an early breakfast we started—most riding on ponies, and the rest in a waggonette—for a progress over the pampas to a lagoon, fifteen miles off, to shoot wildfowl. The warm, dry, light, fresh air of the pampas with the scent of the wild flowers, with which the grass was full, rendered the drive most enjoyable. The three different sorts of wild verbena, scarlet, white, and lilac,

and a few yellow flowers, were the chief kinds that we noticed. In some parts were tussocks of pampas grass; the rest was springy turf or else tall thistles, which are said to be a sign of fertile land. We passed here and there skeletons of dead horses and cows left to rot on the pampas. It is said to be a not uncommon crime to kill a bullock and steal the best parts of its hide and flesh, and then make believe that the animal died from natural causes. We arrived at the lagoon, or salt marsh, and saw multitudes of white wild swans, with black tips to their wings; flamingoes, ibises (of two kinds, the smaller of dark glossy green, the other, four times his size, green and brown mixed); sandpipers, wild duck of many sorts, teal and herons, which literally blackened the sky. The rose-coloured flamingoes looked very pretty: their bill is four inches long, their body about one foot and a-half, and their legs a little over a foot. The shooters waded into the water and to the reed-beds in the centre, from which the birds were rising, and those of our number who were not shooting rode in on horseback on the opposite side to beat them up. We shot a large turkey-buzzard or crested screamer; his plumage was slatey, and he had two talons or spurs on each of his wings, one at the tip joint, large and very strong, the other smaller and lower down the wing. Chaja is the native name of the bird; he had a black ring round the neck, his legs were bright red. At four o'clock we drove back to Negreti, which is visible, with its clump of trees, twelve miles off. Two gaucho outriders, in their ponchos, trimmed with mauve braid bands, galloped along at the side. So to lunch, to which we all did full justice. After that there was a game of polo; on one side were Mr. Shennan (il Patrone), George, Prince Louis, Mr. Cooper; and on the other side were Mr. St. John, the captain, Eddy, and Osborne. Six games were played; of these the first three were won by the latter (the *Bacchantes*, as they called themselves), and the last three by the other side. The ponies were well trained, and the game is often played here, and makes an agreeable variety in the 'camp' life, which is said to be monotonous, owing to the want of neighbours.

Jan. 4th.—All we youngsters went off in a trap at 8 A.M. to another lagoon for some more wildfowl shooting, and the others had their last ride over the pampas; but we first went over the farm buildings, and saw, especially, some fine specimens of the Negreti breed of sheep, which is striped, and was introduced by Mr. Hannah, Mr. Shennan's predecessor, from Spain. The breed was the exclusive property of the King of Spain, who sent the first

ram and ewes straight from his own farm. It has been much improved, however, by skilful crossing with English Leicesters since it left his hands. The estancia itself is, in fact, called after the breed, and not the breed after the place. On this estancia, which is eighteen miles square (where Mr. Shennan has been ten years) there are 35,000 sheep, 10,000 cattle, and 800 horses. A square league (three miles) of land of fair quality will carry 2,500 head of cattle or horses, and 10,000 sheep, giving fleeces weighing on an average 6 lbs., but not unfrequently as much as 18 lbs. But the wool is often deteriorated by the curious persistency with which the seeds of a kind of clover cling to it. We are told that the best land in Australia will only carry one-sixth of what the best land in this province can, and is about on a par with the lightest and poorest here.[1] The chief drawback here is the frequent occurrence of droughts. The evil can be met by digging wells served by horse-pumps. Last drought Mr. Shennan lost only 150 animals, because his estate is all carefully fenced and divided off into paddocks. Water abounds at depths of from ten to fifteen feet, and in carefully managed estates a well is sunk in each paddock with a horse-pump to fill the tanks, which is done morning and evening when necessary. No man can do anything without thus fencing his 'camp,' and to do so costs from 40*l.* to 50*l.* per mile. These plains, with their free, open, boundless expanse, and their brisk, healthy air, will long dwell in our memories. One might imagine at first, that a huge expanse of grass, all at a dead level, could not exert any power over the mind and imagination, yet it certainly does, somehow, with its herds and birds and wild flowers, and we were all very sorry when it was time to go to the train. Before this, however, we walked round the grounds near the house, and groves, and paddocks, enclosed by plantations. We went to the gum-trees to try and find an opossum, but if the opossum was there he was not to be caught. We visited the little cemetery, which lies within old red-brick walls in one corner of the

[1] Fairly good land, to the west, south of Buenos Aires and within ninety miles of the capital, is worth 25*s.* an acre. Further away and down to Bahia Blanca, land is worth 5*s.* an acre. Mr. Shennan had bought three other estates further south near Bahia Blanca, forty-five square miles (fifteen square leagues) in all. South of Bahia Blanca the Government is selling the land at 7½*d.* an acre. It is being rapidly bought up, for the railway will soon enhance the value. Tussocky grass beyond Bahia Blanca covers the plains right down to the Straits of Magellan. Napp, *The Argentine Republic*, 1876, with elaborate statistics, makes out (p. 308) that at the lowest estimate the gain on capital invested in estancias in the province of Buenos Aires is 20 per cent., and often more than 35 per cent. But if there are some who by pluck and good luck make this, there are others who are ruined over the business.

paddock and is overshadowed by trees. Three graves stand here side by side; the first, that of the doctor, who married the lady heiress of the estate; the next, that of her second husband (the doctor's executor), who died of yellow fever three months after his marriage; the third, that of the lady herself and her third husband, who was the first love of her youth, and who happened to be also a widower at the time when his old lady love required his services. There are a few gaucho graves also in the enclosure. After lunch we drove back to the station, and left at 3 P.M. by train for Buenos Aires. After a very good, though dusty run, we arrived at Belgrano at 6.30 P.M. Dined quietly, and afterwards went to the ball given by the British residents to the Admiral and officers of the squadron, at the Opera House. Mr. Carlyle was president of the committee. This was really a very beautiful spectacle. The whole of the house, both the pit and behind the scenes, was floored in at one level, for dancing; in the centre, where the drop-scene would be, was a screen of huge mirrors, which thus divided the house practically into two ball-rooms, and the band played in a sort of balcony above these mirrors. Supper was laid out in another large room up stairs. Many ladies sat in the boxes looking on at the dancing. The amount of flowers that were used in decorating various parts of the house must have been enormous, and most of them were sent as presents from private gardens. A great number of officers from the squadron were there, as the committee had chartered a special steamer to bring them up the river from Monte Video, and besides, were most hospitable in putting them up during their stay in Buenos Aires. The cost of the ball itself was over 2,000*l.*, and there were about 800 people present. The President and his Ministers came, and when they entered, the Argentine national air was played; this is rather a weird and strange medley, with a loud clanging sort of chorus, but the general effect is fine and rousing at any rate; the music is in unison for several of the bars, and reverts to the original air in harmony. We left the ball at 2 A.M.

Jan. 5th.—After breakfast we went into Buenos Aires by train from Belgrano, and walked first to the Stranger's Club, a comfortable, cosy, and cool house. We went to several shops, amongst the rest to see the beautiful furs and ponchos, or riding cloaks, woven from the dark or creamy-brown hair of the vicuna or lama; they are very light and fine, and impenetrable by rain. At 3 P.M. we went on board the *Elk*, which was lying off the jetty; it was a

calm, fine night, with just a little wind from the south-east, which died away at sunset. We slept on board in the same manner as we had done coming up the river. The rest of the officers who had come up from the squadron returned in the *Silex*, which started at 6 P.M. So ended our most pleasant voyage up the River Plate. According to the original programme we were to have visited Rosario in the *Elk* from Campana, and then gone on to Cordova by train, to see the Jesuit Seminary, and Jesu Maria, and the Observatory. This, owing to want of time, had to be given up. But our visit to 'the Camp' and Buenos Aires will not soon be forgotten. The Minister has been most kind, attentive, and hospitable; and the President has shown every civility and wished to do a great deal more; he sent us this morning a fine present of furs of the country through the Minister; and the warm-heartedness and sincere geniality of the British residents have been displayed unceasingly during our stay.

[No part of South America has advanced so fast within the last twenty years as the River Plate. The Argentine Republic in the South penetrates Antarctic regions, and in the North stretches into sub-tropical lands and perpetual summer, but its central and larger portion is in the temperate zone, with an area ten times that of Great Britain and Ireland, or as large as the whole of Europe without Russia. Half is occupied by Indian tribes, but it is calculated that it would besides these support a population of 300,000,000. At present it contains scarcely 3,000,000; but over 60,000 quiet, hardworking frugal settlers, the greater number from Italy or Spain, are now coming in every year. This is at about the same rate that folk are pouring into Australia; as the present Argentine population is about equal to that of Australia, it will be interesting in the future to watch the development of these two rival queens of the southern hemisphere. At the end of 1882 there were in the fourteen provinces of the Argentine Federal States over 14,000,000 horned cattle, nearly 73,000,000 sheep, and 5,000,000 horses: in the five provinces of Australia there were at the same period about half that number of horned cattle, about 61,000,000 sheep, and a little over 1,000,000 horses. So if the statistics are correct, the Argentines have the start of the Australians in live stock. As far as trade goes, 95 per cent. of the total exports of the Argentines consist of wool, hides, tallow, horns, and bones; and the imports are chiefly manufactured cotton goods, coal and iron. All foreign merchandize pays 20 per cent. *ad valorem* duty

on entrance, wines and hardware 40 per cent., grocery 30 per cent., iron 10 per cent. The imports have more than doubled in the last four years, and in 1883 amounted to over 16,000,000*l.* sterling, about one-third of which came from Great Britain. The imports of Victoria alone in 1883 were over 17,000,000*l.*, and those of the five provinces of Australia amounted in value to more than 51,000,000*l.*, or more than three times as much as those of the Argentines. The exports in value amounted to over 12,000,000*l.*, considerably less than the value of the exports of either Victoria or New South Wales, or about one-fourth that of Australia as a whole. For wealth then they can scarcely compare. The Argentine public debt at the end of 1883 was over 45,000,000*l.* sterling, more than twice that of New South Wales, but only half that of Australia: the Argentine has to pay over 7 per cent., the Australian only 4 or 3½ per cent. on capital borrowed, and whereas the latter has been invested in re-productive works which for the most part already pay to the Colonial Governments a higher interest than they themselves pay on borrowed capital, that of the Argentines has been in great measure hopelessly sunk on their former squabbles and the army and navy expenses of the past, although now much is being spent also in improving the condition of the country. The total Argentine revenue is a trifle over 9,000,000*l.* sterling per annum, and is raised almost entirely from customs dues from land sales and postage; most years there is a deficit, and the principal item of expenditure is interest on the public debt. The total revenue of Australia is double that of the Argentines.

The Federal constitution very nearly resembles that of the United States. The legislative authority is vested in a National Congress consisting of a Senate and a House of Deputies. There are twenty-eight senators, two from each province, elected by the provincial legislatures from those who have been six years citizens; they sit for nine years, one-third being renewed every three years; and there are eighty-six deputies, one for every 20,000 inhabitants; they are elected for four years, and one-half must retire every two years; each must have been a citizen for four years before election. Senators and Deputies each receive 700*l.* a year. The executive power is left to the President, elected for six years by representatives of the fourteen provinces, equal to double the number of senators and deputies combined. He is commander-in-chief, and appoints to all civil, military, and judicial offices by and with the advice of the Senate, and to bishoprics. He has five ministers (Home, Foreign

affairs, War, Finance, and Justice) appointed by himself; they may not be senators or deputies, they can take part in the debates of either House but have no vote; each receives 1,800*l.* a year, while the President has a salary of 4,000*l.* There is absolute freedom of the press and of worship.

Each of the fourteen Provinces has also its own local legislature; they make and alter their own constitution and have complete control over their own local matters—education, justice, railways, canals, industries, and all municipal laws—just as each of the States of America have, and each of our own colonial provinces in Canada and Australasia. The people of each province elect their own provincial governors, who possess very extensive powers, for three years. The fourteen capitals of the fourteen separate provinces of the Argentine Confederation are in course of being connected by a network of railways, and as the railways are made colonisation as steadily follows them. (The length open for traffic is 2,500 miles, or more than half as much as is opened for traffic in Australia.) And it is to be hoped that the jealousies between the other provincials and Buenos Aires (the richest and most populous of the fourteen provinces), though natural enough at first, will now cease, and that her citizens will be reconciled to take their part as occupants of what must always be the capital of this vast and fast-growing nation, and to share the growing powers with the others, and not lord it over them as supreme. The new capital for the province of Buenos Aires has been fixed at La Plata (as Ensenada has been re-christened), thirty miles further south, in the best position on the river for shipping, where vessels will be able to lie alongside the wharves, and load and unload direct. A system of small agricultural settlements similar to that we had seen in Uruguay has been introduced, in which the lands are allotted by the State to immigrants, who are grouped together in villages. Each adult immigrant has eighty acres of land apportioned to him, which are so laid out that all the land of the village may be cultivated on the same system. It is stated, that as soon as an emigrant ship arrives in the Roads she is boarded by an Argentine Government agent; that all immigrants are conveyed ashore free to a Central Intelligence Office, where they have free board and lodging for themselves and families for eight days, and afterwards a free paid passage to any point in the Argentine territory they may select; that they are free from all taxes for ten years. 250 acres of land are allotted to each of 100 families that come prepared to

take part in a village settlement. This land is sold by the Government at four shillings the acre, payable in ten annual instalments commencing in the third year after purchase. No interest is charged. For the first year the Government advance food, a plough, two working cattle, seeds, and hut. Unlike the forests of North America, there is no labour and outlay in clearing the land; and in three years the labourer has generally repaid everything. An Argentine 'colony,' as these villages are called, very much resembles the primitive country townships which were once common in England, there being a large scattered township with a common pasture and several very large fields, one of which is sown with maize, another with wheat, another with barley, and another with grass seeds. And in some parts the growth of flax has been introduced with success. In the village there is a church and school. The colonists of each village are generally of the same nation and religion; one may consist of Swiss Calvinists, the next of Welsh Wesleyans, and the next of Italian Catholics. The Chilians, too, from their narrow and much over-populated country, send forth a stream of immigrants hither which, when the railway is opened over the Andes, will be still further increased. In addition, many people of some capital, among whom the Irish and Scotch predominate, have become estancieros; and besides horses and cattle, the breeding of sheep has been introduced so largely that the Argentine provinces rival Australia itself in the production of wool. The province of Buenos Aires contains 45,000,000 of sheep (two-thirds of those in the republic), and exports 150,000,000 lbs. of wool a year. In different parts of the provinces further north, and where the temperate climate, which prevails over the whole of the central and southern parts and favours the normal activity of our British race, passes into the sub-tropical; there sugar, cotton, tobacco, rice, coffee and indigo, are obtained. Lastly, the Argentine territory includes thousands of square miles of metalliferous mountains; so that it has every possible element of prosperity. If Whitelock had not been so weak, Buenos Aires and Monte Video at least, if not the whole of the Plate, would still be English, and would have been a nucleus for another Australia; and the republics of South America would perhaps under the leadership of the Anglo-Saxon race have made more steady progress than they have hitherto made by themselves. It is not for the sake so much of Great Britain as for that of this country and continent and people that we regret the

missed opportunity and great possibilities thrown away. The descendants of the Spaniards in the Plate regions would have in all probability become as enthusiastic and loyal British subjects as those we found in Trinidad, and when they had tasted the blessings of British order, rule, and administration, they would have deprecated being left as a native republic, just as much as the Trinidad Spaniards did the proposal that they should be given independence like the neighbouring republic of Venezuela (p. 81). The comparison of the Argentine Confederation with Australia teaches us this much at any rate, that though the first has as fine a country, if not a finer, than the latter, and more wealth in the shape of flocks and herds upon it, yet after eighty years of independence and self rule they have only now begun to lay the foundations of an orderly and progressive liberty, and are far behind what they might have been, if they had had the guiding hand of the English from 1806 to the present time. When we regard the present of Australia after barely forty years of existence, we may form some notion what a development the Plate countries would have now attained, with their immense extent and natural facility for every species of colonisation, and their comparatively mild climate. It is, however, bootless to regret the past; in the future all that is required for their stable development is that there should be a truce to all petty and local jealousies, and that those in authority should keep their hands clean from peculation. Every Englishman landing on the soil enjoys all the rights of a citizen of the Argentine Republic; at the end of two years' residence he may be naturalised, and after another four years may become a member or representative for the province in which he resides; let these but do their duty for their new country, and as they increase in numbers and rise in influence, and take part in its active government, all will be well. What is wanted for the progress of the country is immigration, always more immigration—especially of agriculturists.]

Jan. 6th.—We sighted the squadron at 7 A.M. At 8.30 A.M. arrived alongside and went on board the *Bacchante* at once; shifted clothes and went in to school. We are all as red as boiled lobsters, the wind and the sun having caught all our faces very much while we have been in Camp. The Admiral inspected the *Tourmaline* yesterday, and is inspecting the *Carysfort* to-day. Ashore there is a cricket-match going on between the officers of the detached squadron and the English residents at Monte Video. Squadron

beat in the first innings (having got 82 runs against their 65), and were doing still better in the second innings (having scored 127 runs) when time was called. A fine calm day, with a pleasant cool breeze from the south-east, and the thermometer at 69°.

Jan. 7th.—Drill and school all the morning. Le Marchant, our new sub-lieutenant, joined from the *Forward* this morning. In the afternoon the Admiral gave a dance on board the flagship, which was very jolly. It came on to blow towards the close of the proceedings, which made it rather awkward for the ladies getting down the ladder and off to the *Swallow*, which took them ashore.

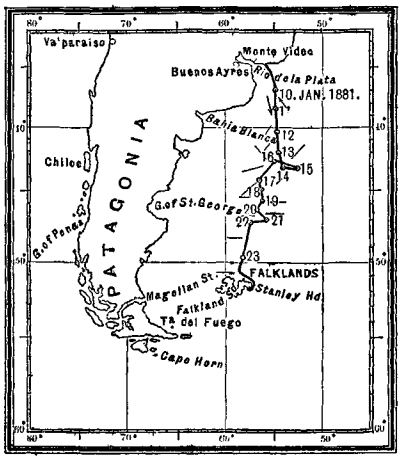
Jan. 8th.—We had a little cricket-match of our own to-day, the *Bacchante* against the South American squadron (*Garnet, Swallow, Elk*, and *Forward*); in the first innings they scored 55 runs, and in the second 20; the *Bacchante* scored 62 in the first innings, and in the second got 15 and five wickets to fall. A very hot day, 85° in the sun; but it is midsummer here though winter in England. Big cake in the gun-room, as it is Eddy's birthday, who is seventeen years old.

Jan. 9th.—At 5.30 A.M. got up steam for six knots, but did not weigh till 9 A.M., as we waited for some deserters who are being brought back down the river. When they arrived the nondescript dress they were wearing in order to pass as gauchos did not become them near so well as their bluejacket uniform. There is a regular trade carried on here by a few rascals on shore, who induce seamen to desert from the Queen's service when the worse for liquor, and then hand them over to some foreign merchant service if a ship happens to be sailing handy, and if not, they then betray the men by taking the reward offered by the service for their apprehension, and thus manage to get a double picking out of the geese; the reward, of course, being deducted out of the man's pay after he rejoins. The Admiral has formed the squadron, now six ships, into two columns, and the *Garnet*, Captain Loftus Jones (who was very anxious to accompany the squadron as far as the Falkland Islands) is now leading the lee-line in our old place, and we are therefore astern of the *Inconstant*. The *Bacchante's* length makes her rather unhandy, and she takes longer than a shorter ship to get her head off the wind; so this is a more difficult station for us to keep. Had church as usual at 10.30 A.M. on the main deck. Fine day, glad to be at sea again.

Jan. 10th.—Steaming along at five knots. In the afternoon saw some seals raising their dog-like heads out of the water, and one pair actually kissing each other. They are curious-looking

creatures, and evidently inquisitive. It is much colder to-day (65°); it began to rain in the afternoon, and went on a nasty slow downpour for the rest of the evening; not much wind.

MONTE VIDEO TO THE FALKLANDS.



Jan. 11*th.*—Stopped steaming at 4 A.M., up screw at 5.15 A.M., made sail to a very light breeze from the north-east. We made one or two knots an hour all the forenoon, but got into a thick fog at 11 A.M., which lasted till 2.30 P.M., when the sun came out bright, though it is getting much colder, with the thermometer 60°. The *Bacchante* is sailing pretty well to-day, perhaps because all her boilers are full, and thus bring her down a little by the head. Passed a number of birds floating on the water. At 4 P.M. a light breeze sprang up from the north-west, and we got five knots out of the old ship. In the evening, after drill (which to-night was shifting courses, which we did in six minutes shorter time than any other ship), it came on squally, and so continued all through the night. The passage between Monte Video and the Falklands is usually made by keeping in close to the coast under Cape Corrientes, in order to avoid the strong south-westerly winds that are said to prevail further out; the last Flying Squadron, however, while making the outer passage found north-westerly winds prevailing; perhaps we may do so too. At any rate we are keeping well out.

Jan. 12*th.*—At 3 A.M. very heavy squalls from the south-west; during the middle watch we have already taken in two reefs of

MONTE VIDEO TO THE FALKLANDS.

Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Jan.					S.	W.	°	°	°	°
9 S.	...	...	9	N.E. 3·4, N.W. to W. 3·1	35·3	55·56	72	73	80	77
10	S. 25 E.	...	128	S.E. 4·7, variable 1·2	36·59	54·49	73	70	68	64
11	S. 4 W.	80	22	E. 2·3, N.E. 3·4, E. 1·2	...	54·49	62	60	60	60
12	S. 6 E.	114	...	S.E. 3·4, N. & N.W. 2·3	40·33	54·43	55	57	57	57
13	S. 4 W.	86	...	N.W. 3, W. by S. 3·6, S.W. 7·6	41·58	54·42	62	59	58	57
14	S. 22 E.	70	...	S.W. 7·8, W.S.W. 6·7	43·3	54·16	58	57	54	51
15	S. 78 E.	62	...	W.S.W. 6·7, S.W. 7·8	43·16	52·53	55	55	56	54
16 S.	N. 50 W.	109	...	S.W. by S. 7·8, S.W. 7·4	42·6	54·46	56	56	59	56
17	S. 39 W.	163	...	N.W. 7·8, W. to W. by N. 10·7	41·12	57·6	52	52	61	56
18	S. 34 E.	57	...	S.W. 7·9, S. 7·6	44·59	56·23	52	52	51	50
19	S. 3 E.	53	...	S.W. 5·7	45·52	56·19	50	51	51	50
20	S. 34 W.	38	...	S.W. 7·8	46·20	56·57	50	51	52	51
21	S. 26 E.	56	...	S.W. 8·9	47·5	56·9	50	50	50	48
22	S. 80 W.	54	...	S. to W.S.W. 8·3·6	47·14	57·27	50	50	52	52
23 S.	S. 15 W.	158	...	W.S.W. 6·4	...	58·30	50	51	50	50
24	...	85	39	W.S.W. 4·6, S.E. 2·3	...	...	50	50	50	45
		1185	198							

Total distance..... 1383 miles.

the topsails. It is quite light now at 4 A.M., and bitterly cold when the mids turn out for drill at 6 A.M. (thermometer 53°). At 7.30 A.M. shook out the two reefs, but at 9 A.M. took them in again to a very heavy squall. The Admiral made the signal to "chase to windward;" we were close-hauled and soon dropped astern, the *Garnet* leading. There is a heavy swell coming up from the west, but the sun is bright. Saw many large albatross on the water, who are said to be unable to rise from the deck of a ship, and can only do so from the top of a wave; also many Cape pigeons in their summer plumage, brown backs and white breasts; with these were lots of Mother Carey's chickens. Shook out reefs at 11 A.M., and so continued till after evening quarters, when we were first ship

again at shifting courses. The squadron was then put under treble-reefed topsails for the night.

Jan. 13*th.*—Very cold and squally all the morning. At 9.30 A.M. wore ship, and again after the dinner hour. All the forenoon under treble-reefed topsails, and we are much to leeward of all the ships. We tried to catch some albatross after evening quarters, and hooked three but could not haul them in, so the old birds got away.

Jan. 14*th.*—Very cold. At sunrise there was a greasy-looking bank of clouds in the west with a rainbow. Continued squally all the forenoon but still bright, though sleet and rain fell at intervals. At noon to-day we are just the same distance from the Falklands as we were yesterday, 523 miles. We are sailing right away to the

BEATING TO WINDWARD, "GARNET" LEADING.

eastward, hoping for a shift of wind, and that it will draw round to the southward, otherwise we shall probably have to make a long leg on the port tack to the northward, in order to get to the westward of the Falklands again. Thermometer 50°, and the barometer falling. It was a windy sunset; in the first watch the squalls were not so hard, and we thought that the wind might change to south and south-east, and once, for a short time only, it did blow from the south.

Jan. 15*th.*—Chilly, cloudy morning. At 6.10 A.M. shook out a reef; at 8 A.M. reefed again, and at 9.30 A.M. out third reef and wore ship. The Admiral then made signal to "chase to windward."

The noon position shows us to-day 120 miles to the east of our noon position yesterday, whereas we wanted to go westward ; the current has set us thirty-nine miles in twenty-four hours, and we are no nearer the Falklands after all our labour. The wind is steadier at midday, so the reefs are shaken out again, and we make plain sail, and are then lying about west-north-west, heading up for the Plate. Squally in the afternoon; took in one reef of the topsails. After evening quarters, to keep ourselves warm, we had a good game of "duckstones" on the quarter deck.

Jan. 16*th.*—Very squally night, but towards morning the weather became much finer, the wind having drawn somewhat to the north, and it begins to feel warmer. At 10.30 wore just before church, which we had afterwards on the main deck, and after church made plain sail, and passing close to the *Garnet* ran ahead of the other ships. We all took up our appointed stations after evening quarters. At noon to-day we are just where we were three days ago, and forty-five miles further off our destination than we were yesterday. It is rather disheartening, but "capital training for young seamen." When close-hauled, under plain sail, less royals, with the average strength of the wind five to six, we go along with a steady heel from 10° to 15°. After sunset the wind is increasing in force, though the moon comes out bright and clear.

Jan. 17*th.*—At 3 A.M. took in the third reef of the topsails, and soon after sunrise the weather came on thick with thunder and much lightning and rain. At half-past six close-reefed to a heavy squall from the north-west, which brought off a strong scent of the shore, and burnt grass of the pampas, although they are over 400 miles distant. The force of the wind is now eight to ten, a heavy sea is running and we are rolling a bit. After the squall the wind shifted from the north-west to the south-west again, and the afternoon was bright. We caught an albatross this afternoon, measuring nine feet nine inches across the wings; he was a small one, we saw some much larger. It is very cold to-night. At noon we were 439 miles from Cape Carysfort in the Falklands.

Jan. 18*th.*—At 10 A.M. wore ship, and shook out two reefs, and after the dinner-hour wore again. The wind has fallen a bit, and the sea, as we are not far from land and the wind is off shore, seems to go down pretty quickly. At 3 P.M. tacked and shook out another reef. We had another good game of duckstones to keep us warm. The *Bacchante* has got far to leeward of the *Inconstant* as

the flagship holds a better wind than the other ships of the squadron, although the *Garnet* sticks to her pretty close. At 6.30 P.M. wore again, being unable to tack. In the first watch we shook out the remaining reef, and made plain sail to a nice little breeze, though still very cold, as the south-west wind is coming to us straight up from the south pole; if it is like this at midsummer, what must it be in the winter! We have been reading the account of Lord Anson's doubling the Horn.

Jan. 19th.—We turned out for our usual gymnastics, but it was pouring with rain. It cleared up at about 8 A.M. At noon we are 328 miles from Cape Carysfort, and still heading south-east. Wore ship at 6 P.M. Just before sunset a quantity of smoke, as of a ship on fire, was seen on the horizon to windward of us, and the *Garnet* beat up to it and found that it was a whaler boiling her blubber on deck. We have been under double-reefed topsails the best part of the day, as it is still very squally.

We can't help feeling wonder at the invisible force of the wind and a sense of mystery about its persistent antagonism to us thus day after day:

"O wind, a-blowing all day long,
O wind, that sings so loud a song.
O you that are so strong and cold,
O blower, are you young or old?
Are you a beast of field and tree,
Or just a stronger lad than me?
We saw the different things you did,
But always you yourself you hid."

Jan. 20th.—A very rough and boisterous night. At 2.15 A.M. lost sight of the flagship. At 4.30 A.M. wore, and as soon as it was light sighted the squadron. It was rainy and squally all the morning, and though the thermometer was no lower than 50°, yet we felt it rather nippy, and were glad to warm ourselves by a game of "prisoner's base" after quarters. By noon we have made sixteen miles since yesterday. At 7 P.M. lowered the topsails to a heavy squall of rain and hail, and again at 11 P.M. We have been reading Darwin's *Adventures in the Beagle*, off the south coast of Patagonia, to-day; having finished Magellan's own account of his voyage through the Straits and round the world, in the Hakluyt Society's publications. All of these last we have in our cabin, and have found some very interesting, especially those about South America.

Jan. 21st.—It has been a very squally night, force of the wind eight to nine. We wore at 6.30 A.M., and then close-reefed the

fore and main topsails, and furled mizen topsail. In the afternoon, however, the wind fell a bit, and we were able to shake a reef out. We are much to leeward of the rest of the squadron. Thermometer 47°.

Jan. 22nd.—At 6 A.M. tacked, having shaken the reefs out in the middle watch. We are now keeping station; a beautiful, clear, sunny day, not a cloud to be seen, and going through the water nearly seven knots, quite a new sensation, though at noon we had only made eighteen miles good since yesterday. Played at "prisoner's base" in the evening after quarters, had a very good game and got quite warm over it.

Jan. 23rd.—Thick weather, foggy; everything very damp. Morning service on the main deck. All the afternoon going seven and a-half knots, ships in close order; 150 miles run since yesterday at noon. In the evening the wind died away. At 10 P.M. signal made to "get up steam." Thus at last terminates our passage from Monte Video to the Falklands, which, on the programme was estimated to occupy nine days, but which has taken fifteen. We have had rather a rough passage, with strong head winds and gales from south-west and west, and adverse currents most of the way. Although the thermometer only registers 50°, we find it very cold after the warmth of the tropics.

Jan. 24th.—At 2 A.M. down screw, furled sails and proceeded under steam five knots. Very little wind, cloudy, with glimpses of the sun, but the Falklands are in sight. At 10 A.M. we passed Cape Carysfort, on the East Falkland, and then the broad entrance to Berkeley Sound, as we steamed slowly along to Port William. The hills are rounded, bleak, bare, and brownish, like Newmarket Heath; the cliffs are white, though not of chalk, something like the Isle of Thanet, but more desolate looking, though on some we can see the herds of cattle grazing. Entered Stanley Harbour in single column in line ahead, and anchored at 1.37 P.M. The *Garnet* has gone the farthest towards the east up the harbour and is lying off the town; the *Tourmaline* and *Cleopatra* are anchored next; then the *Bacchante*, the flagship by the entrance, and the *Carysfort* at the western end. The few houses that form the town (built in 1853) look like an Irish village snugly nestling on the hill-side in the distance. The wind here is blowing from the north, we wish it had done so a little sooner; the thermometer at noon is 45°. The sun is shining bright. In the afternoon we got all the boats out. All sorts of birds—albatross, gulls, divers, and a great many others—

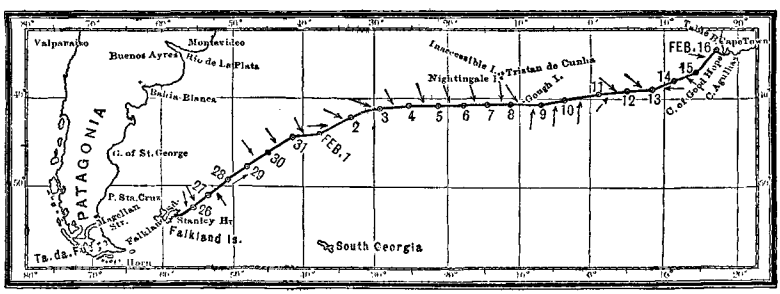
were swarming round the ship. From where we lie the hill-sides sloping down to the harbour seem all of monotonous brown grass. On those to the south this is broken by two graves, which we can distinguish through glasses, where a midshipman and another officer are buried. They lost their way, and being overtaken by night, died. Bishop Stirling—of the South American Missionary Society, and who is related to Captain Stirling of the *Atalanta* and has been here since 1869—called on board the *Bacchante*. The work of civilising the Fuegians on the mainland 400 miles away is progressing steadily, but very gradually. Three tribes inhabit the archipelago of Tierra del Fuego. They are called, the Chonos, who inhabit the north and east shores, and resemble the Patagonians in being a tall race, chiefly living by hunting, but supplementing their food with shell-fish and other marine animals; the Yahgans, who live on the shores of the Beagle channel and Southern islands, and are a short, stunted race, subsisting almost entirely on the products of the sea and birds; and the Alakhoolips, who dwell in the Western islands, and are very similar to the Yahgans. These last two tribes lead a very degraded life, wandering about from place to place, possess no houses, but construct shelter out of the branches of trees, and build canoes of bark; they wear very little clothing of any kind. In stature they are short, the men averaging about 5 ft. 3 in. and the women about 5 ft. In the character of their skull and skeleton they resemble the other wild native tribes of America, but by isolation have assumed certain characters peculiar to themselves. The population of the Fuegian islands appears to be about 3,000. They used only to believe in an active maleficent spirit and sorcery. Darwin said the strangest change he knew was that being wrought among the Fuegians when they became Christians, as they are one of the lowest types of humanity; he had thought the civilisation of the Japanese the strangest, but he now held this of the Fuegians to be stranger still. The Missionaries are very slow to baptize natives on their merely professing Christianity: they trust more to a gradual change. The Fuegians are not such wreckers as they were, and they will now even exert themselves to save the lives of strangers. The sealing-ships and the whalers, who put into Beagle channel and other harbours, are at the bottom of a great deal of the so-called savagery of the natives. European sailors corrupt the women, and then when a row arises the husbands and brothers of these are shot in the quarrel, and the consequence is that retaliation is taken on the next ship of white men that

comes within their reach. Things, however, are not nearly so bad as they were.

[The first European that set eyes on the Falkland Islands seems to have been the Elizabethan navigator John Davis, August 12, 1592; they were also visited by Hawkins in 1594. They were taken possession of by the English but never inhabited, till the French in 1763 occupied them for four years and re-christened them Les Malouines: Spain took them in 1767 and held them for another four years, and then ceded them to the English in 1771. Their only importance consisted in their being a convenient station at which sailing ships engaged in the whale-fisheries might refit and revictual. There are two large and about 100 small islands. East Falkland is 100 miles long and 60 broad, with an area of over 3,000 square miles; West Falkland is about 90 miles long and 50 broad, with an area of 2,300 square miles: the area of the 100 smaller islands is another 1,200 square miles. The two larger islands are separated by Falkland Sound, which is from nine to twelve miles in breadth. On each there are hills over 1,700 feet high, in which copper and iron ores have been found. The climate is temperate and very healthy; the thermometer is never higher than 65° and never lower than 30° even in the depth of winter, and there is little ice or snow: although the islands lie in such a southerly latitude, the moist westerly winds keep the temperature pretty steady. They contain many excellent ports, and the grass lands are extremely luxuriant (the tussock grass grows over 10 feet in height) and well adapted for rearing wild stock. Whales are plentiful round the coasts, and fish, especially cod, swarm in the bays, and large trout are caught in the lakes and rivers of the interior. Peat is abundant for fuel, and lies often over 10 feet in thickness. The chief export of the islands is wool: of this nearly 2,000,000 lbs., in value 68,000*l.*, were shipped in 1880. The total value of exports in that year was 88,000*l.*; that of the imports 33,000*l.* The total population of the islands is only 1,583: the local revenue 5,519*l.*, and the expenditure 5,607*l.* They cost the home Government about 500*l.* a year: and are a Crown colony. The homeward trade from New Zealand goes round Cape Horn and that from the Pacific passes through Magellan Straits, the entrance to which is 310 miles to the west of them, but being now chiefly in steam-vessels does not come near them. What little importance they ever possessed for Imperial purposes has now almost gone. By far the best thing for England to do

with the Falklands would be to exchange them at once with France for New Caledonia. That island is arid and bare, 220 miles long by 30 broad, and therefore possesses an area very nearly the same as that of the Falklands. Since 1854 it has been occupied by the French as a penal settlement: it has become a source of perpetual danger and nuisance to Australia. These islands on the contrary if so employed would injure no neighbours; the climate is infinitely better than that of New Caledonia, and the situation and capacities of the islands would make them almost an ideal penal settlement, if France requires such. The exchange would benefit both nations: and the *amour-propre* of France might be flattered by thus again entering on the possession of Les Malouines. The small sum that might be claimed as compensation to the few settlers here would be a cheap price to pay for the riddance once for all of our Australian fellow-countrymen from a perpetual and increasing menace to their peaceful prosperity.]

FALKLANDS TO CAPE OF GOOD HOPE.



Jan. 25th.—At 9.30 A.M. manned and armed boats, and afterwards squadron was at sail drill. Some of the senior officers, who were on board this morning, said that this last part of the cruise was the worst knocking about they had ever had. A few officers went across the island shooting. At 1 P.M. the *Swallow* came in from Monte Video, with a telegram for the Admiral. It had arrived there before we were out of sight, but was carried about in the pocket of the person to whom it was delivered, for three or four days. Had it been despatched at once, we should have been spared our pleasant excursion into these regions. For at 2 P.M. the Admiral hoisted the "blue Peter," and fired a gun, and made the signal "Prepare for sea immediately; Squadron to go to Cape of Good Hope with all despatch." The steam pinnace was at once sent,

FALKLANDS TO CAPE OF GOOD HOPE.

Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon	6 P.M.
Jan.					S.	W.	°	°	°	°
25	...	...	...	N.E. to N. 2·6	...	...	50	50	52	53
26	N. 55 E.	47	26	N.W. 3·6	50·58	56·5	49	49	51	49
27	N. 54 E.	103	...	N.W. by N. 6, South 1	...	Nil	49	49	48	46
28	N. 53 E.	21	136	S.E. 1·3	48·24	50·41	50	50	50	49
29	N. 47 E.	92	38	S.W. 4·1, N.N.W. 1	46·55	48·20	52	57	55	49
30S.	N. 62 E.	9	152	N.W. 3·6	45·42	44·46	50	50	55	55
31	N. 56 E,	15	141	N.N.W. to N.W. by N. 6·7	...	Nil	50	50	57	54
Feb.										
1	N. 82 E.	152	...	N.W. 7·4	43·56	38·20	53	53	55	54
2	N. 63 E.	228	...	N.W. by W. 7	42·12	33·42	53	56	56	57
3	N. 71 E.	213	...	W. & N.W. 6·7	41·2	29·14	57	57	62	61
4	N. 86 E.	156	...	N.N.W. 6·4, N. to N.N.E. 2	40·52	25·48	57	59	63	61
5	N. 89 E.	26	119	N.N.E. 5, N.W. 5·6, North 5·7	...	...	57	58	61	61
6S.	N. 85·30 E.	186	...	N.W. 6·7, N.E. 6, N.W. & N. 5·4	...	...	57	57	59	59
7	N. 83 E.	114	...	N.W. by N., N.W. 2·4	...	...	59	58	60	60
8	S. 85 E.	208	...	N.W. 3·5, N.E. 4·5	40·37	10·54	57	57	60	61
9	N. 88 E.	135	34	N.E. 4·5, N.W. & S.W. 3·4	...	...	56	56	53	51
10	N. 82 E.	155	27	S.W. 4·5, N.W. 4·6	40·7	3·15 E.	56	55	51	54
11	N. 81 E.	185	12	S.W. 6·4	39·36	1·1	56	56	55	57
12	N. 84 E.	...	175	S.W. 3·4, N.W. 3·4	39·17	4·46	59	59	60	60
13S.	N. 83 E.	...	182	N.N.W. 3, N.E. by N. 2·3	38·57	8·39	59	59	64	64
14	N. 71 E.	...	151	E. & S.E. 1·2	38·9	11·42	64	67	68	67
15	N. 64 E.	...	147	S.E. 3·4 & Calm	37·6	14·30	69	68	72	70
16	N. 46 E.	...	231	W. & N.W. 2·4	34·25	17·55	67	67	71	69
			49							
		2045	1620							

Total distance ..... 3,665 miles.

and brought the shooting party back from Sparrow Cove. They had already killed seventeen geese with five guns, and other sundries (plover, hare, teal), and were wending their way back when the search party found them. They had come across the cairn erected to an unfortunate naval officer, who had gone on a similar expedition, and being benighted, had been found dead with his geese around him. The Governor, Mr. Kerr (whom we met last year in Barbados where he was then Attorney-General), with Mr. Collins, the colonial secretary, came on board; all the captains and many officers had accepted invitations to dine with him this evening, and all the resources of these out-of-the-way islands have been exerted to the utmost for many weeks, to furnish a worthy welcome to the Detached Squadron. But the "exigencies of the public service" forbid, and in our unavoidable absence we leave the *Garnet* and *Swallow* to support the honour of the British Navy. Captain Packe, a Norfolk gentleman, whom we have met out hunting at Sandringham, and who is one of the proprietors here, had arranged a visit to the Penguin Rookery, one of the curiosities of the place, which also will have to be abandoned. But of course it can't be helped. Six hours after the receipt of the telegram, all were on board, steam up, ships under way, and the squadron left Stanley Harbour at 7.30 P.M. The whole of the carefully-arranged programme of our cruise has been, in one moment, completely broken up and destroyed; good-bye now to any chance of our passing the Magellan Straits, or of seeing those other parts of South America whose natural and political history has occupied so large a share of our reading during the past twelve months—the Andes, Cuzco, and Titicaca. Gone are all hopes we had of seeing Cotopaxi, and Chimborazo and Quito, and the Gallapagos, as well as all chances of visiting Vancouver's Island and British Columbia in the spring, or the Sandwich Islands or aught else, in the Pacific. But doubtless it is all for the best. We are off instead to make a "demonstration" at the Cape, 3,410 miles away, or, possibly, sent to earn some "medals" or distinctions by active service there.

"We doubt not of a fair and lucky war,
Since God so graciously hath brought to light
This dangerous treason lurking in our way
To hinder our beginnings. We doubt not now
But every rub is smoothed on our way.
Then forth, dear countrymen: let us deliver
Our puissance into the hand of God,
Putting it straight in expedition.
Cheerly to sea! the signs of war advance."

Henry V. Act 2, Sc. ii.

Jan. 26th.—In the middle watch, at 1 A.M., stopped engines and banked fires, made plain sail, and at 2 A.M. up screw. There was a light wind from the north-west, and we were able to make between three and four knots under sail; with sail and screw we were going seven. At dawn the sky was hazy. A thick fog came on in the afternoon, and towards evening the wind all died away, and it fell a flat calm. The fog was so dense we could see nothing; every half hour all through the melancholy night the flagship fired a gun, and the *Bacchante*, as leader of the lee line, repeated the signal three minutes after.

Jan. 27th.—Thick fog, denser (if anything) than last night; everything is saturated with moisture, damp and cold, and not a breath of wind. During the morning a gun-signal from the flagship directed us to "get up steam," so at 11 A.M. down screw. At 2.30 P.M. we heard a steam-whistle right astern; the fog was still very thick, and out of it came the *Inconstant*, and the other three ships. We then shortened and furled sails, and commenced steaming between six and seven knots, and so went groping along in the darkness in single column in line ahead. At 11 P.M. it cleared somewhat, but all through the night half-hour guns were still firing.

Jan. 28th.—Towards morning, as a slight wind sprang up from the southward, we made plain sail; at 5.30 A.M. the fog cleared off, and we all see each other again; at 8 A.M. we stopped steaming and got the screw up. The screw and banjo frame weigh about twenty tons, and this has to be raised nearly thirty feet from the water, till close up under the "strong back" on the poop. In order to do this two seven-inch pendants or hawsers are rove over the rollers in the iron frame ("strong back") that arches over the screw well; at the end of each of these pendants a sixfold purchase is secured, the hauling part of which is then manned on either side of the deck by the ship's company. It requires the labour of every man in the ship, hauling his full power on these to raise the screw, and therefore, when the operation is performed in the night watches, it compels every one, when the lower deck is cleared, to rouse out from his short four hours' sleep. When there is a slight rolling or pitching of the ship, more especially if the night be dark, those who descend into the screw well, with a rope round the body, in order to loosen the wedges that hold the screw frame in position, have also the difficulties and risk of their duty increased. After we had hoisted screw we rounded in and set the starboard stunsails. After

general quarters the Admiral formed the fleet into single column in line abreast. In this formation we continued and made about 5·8 knots all day. The untrained men and the midshipmen were exercised in the afternoon at firing from off the poop with small arms (rifles and pistols) at a target towed astern. This is in preparation for landing a Naval Brigade on our arrival in South Africa.

Jan. 29th.—The wind has fallen very light, so in the middle watch, at 2.30 A.M., rove the screw purchase and down screw, and commenced steaming six knots. Shortened and furled sails at 8 A.M. A fine calm morning, not quite so cold as it was yesterday; thermometer 55°. Proceeding the same as yesterday. At 1.40 P.M. made plain sail and set port stunsails. Many albatross flying round the ship; some very big ones. We tried to catch these with pieces of salt pork at the end of lines, but the birds made off with the bait generally, and left the hook bare. We hooked one after evening quarters, however, and were hauling him in, only as we were going too fast, seven or eight knots, he too came off. We burn seven cwt. of coal per hour to go at our present speed, and could continue for twenty-five days at the same rate. The *Tourmaline*, the *Cleopatra*, and the *Carysfort*, could continue for seventeen and nineteen days only. The flagship is so far better at sailing than the rest of the squadron, that she has been keeping up under sail alone, with the other four ships under steam. The Admiral signalled "Annul keeping station, keep within two miles of the flagship." The *Inconstant* is a capital sailer; in the last Flying Squadron she was able to hold her own against several of the old frigates. She carries a far larger area of canvas, in proportion to her tonnage, than any other of the four ships now sailing with her. And as to beating to windward, none of the little ships, least of all the *Bacchante*, can do it at all. At steaming, however, we get the pull over her, as, owing to her engines having been built before the latest improvements were designed, she consumes a far greater amount of coal than any other of the four ships. With compound engines she would be the finest cruiser in the English fleet.

Jan. 30th.—At 9 A.M. we took in a reef of the topsails. It was thick and hazy, with rain and squalls from the north-west. We are still steaming, and so are all the others, except the flagship, and average seven knots all day. Usual service on the main deck.

Jan. 31*st.*—At 9 A.M. up screw, a nasty morning, raining and blowing. There is a fresh breeze, and we are going eight knots. Towards evening the wind began to fall, and at 8 P.M. it was a calm. The rain came down in torrents, deluging and darkening everything, especially from 9 P.M. to 4 A.M. the next morning. At 9 P.M. we were taken aback, and so were all the other ships. The wind, however, gradually went round by the south to north and west again. We lost sight of the flagship at 7.30 P.M., during a rain squall, and occasionally of the other ships. A dreary night.

Feb. 1*st.*—In the middle watch thick mist came on, which at 6 A.M. became fog; flagship firing half-hour guns, and the other ships tootling their fleet numbers on their fog-horns till 7.30 A.M., when it cleared off, and the wind drew aft and the sun shone out, and we got five knots out of the *Bacchante*. At 11 A.M. the wind came on the quarter, and we set the port stunsails, and as the wind freshened at 4 P.M. we were rushing along nearly twelve knots, which is quite exhilarating after what we have lately experienced, with a bright sun, and over a dark-blue sea flecked white with foam. This is the best day's work the *Bacchante* has yet done. This afternoon we have accomplished more than one-quarter of the distance across to the Cape. We have been, too, second best ship in sailing all day till this evening, when we and the flagship shortened sail to wait for the other three ships.

Feb. 2*nd.*—A fine day and a nice fresh breeze; with all plain sail, the wind right aft, we go between nine and ten knots, but we are rolling a bit, and there is more swell. At noon we have made the best run we have ever made under sail, 228 miles. The temperature of the sea is 59°, four or five degrees warmer than the air.

Feb. 3*rd.*—Wind still favourable, and we are making eight knots during the whole of a pleasant English summer's day; it feels much warmer, thermometer 62° at noon. Exercised landing parties, as at present we do not know for what cause we are going to "demonstrate," but it is generally supposed it is either against the Basutos or Zulus. Boots and gaiters, belts and water-bottles, blankets, &c., were inspected; and accoutred in these the men, in heavy marching order, were taught how to skirmish, &c., preparatory to their being landed in the field as part of a Naval Brigade, if required. In the evening the *Cleopatra* and the *Carysfort* were each close alongside us; we three were all much ahead of the flagship, who was waiting astern for the *Tourmaline*. After dinner *Bacchante's* band went on the poop and played "Good-night, all's well," for the

two vessels to hear. A fine starlight night, and the young moon was bright for an hour after sunset. The nights, hitherto, since leaving the Falklands, have been dark, without moon; now, of course, every succeeding night we shall have a fuller enjoyment of her services.

Feb. 4th.—Wind falling light, but bright and pleasant all the morning, and we are sailing along with the two little ships, one on each side of us, and the *Inconstant* is coming up astern with the *Tourmaline*. General quarters and landing parties again this forenoon. Before the dinner-hour got the screw down, and at 2.30 P.M. proceeded under steam, what wind there was being from the north, with the sky dark and cloudy. At evening drill shifted topsails, and were first ship of squadron in the evolution by ten minutes; fog came on, and the wind all fell at 7 P.M., so furled sails.

Feb. 5th.—At 3.15 A.M. made sail to port stunsails and got the screw up again at 6.15 A.M. An hour afterwards we lost sight of all the ships in the thickest and most unpleasant fog we have had, the wind from the north-west, and the sea apparently getting up. There are two currents, one warm and the other cold, that meet hereabouts, the former from the north and the latter from the south, and thus generate the fog, which is marked on the chart as always prevailing on this patch for twelve out of the twenty-eight days in February. With the fog comes the rain. The flagship fires the half-hour gun, and we and the other ships sound our fleet numbers in succession on the hand fog-horn (as we are under sail), so many short or long blasts every ten minutes. Every ship sounds first "List of the Navy" sign, and then her own number; so as she comes along there would be heard first, one short, then one long (three times the length of the short), and then another short; which three blasts signify "List of the Navy"; then comes her number, which for the *Bacchante* is four shorts, tût, tût, tût, tût; and for the *Carysfort*, five such; for the *Cleopatra* two, for the *Tourmaline* three, and for the *Inconstant* one. So there is not any very great difference, and one has to keep one's ears open when this is done every ten minutes. The fog-horn gives but a feeble and melancholy sound, which cannot be heard at any great distance, and as we stand listening for the faint sounds and peering into the fog, we see looming up one or other of the little ships, which again disappears into the gloom; and so we grope our way along.

Feb. 6th.—Thick fog and very wet, with a heavy swell coming up from the south-west, which we hope is the precursor of the wind coming up thence to lift the fog; the barometer keeps very

high, though the wind has hitherto been from the north. Usual service on the main deck. In the evening, at 8.30 P.M., the moon tried to pierce the fog, which does not apparently extend upwarsd from the sea surface for any great distance, for at midnight, and several times for a few minutes, the stars are visible overhead, though all around the ship is veiled in densest darkness; still the fog doesn't break, and if you stand on deck for ten minutes you get quite drenched, as it precipitates itself upon you in a very continuous and fine rain.

Feb. 7th.—Still a thick fog, and heard some of the ships quite close to us, but could not make out which. Suddenly, at 1.30 P.M., it all cleared off, and we saw, three miles distant on the port quarter, the *Inconstant*, *Tourmaline*, and *Cleopatra*, sailing along almost in line, and the *Carysfort* abeam between us and them. Admiral then made the "general recall" and signal to "take up our appointed stations." Got sights by artificial horizon, one in oil and one in quicksilver. But we are not clear of the fog yet, for at 7.30 P.M. down it came again very thick, and all through the night the signal-gun was firing as we passed through banks of it which lasted for an hour or so at a time.

Feb. 8th.—In the middle watch, at 2 A.M., the fog lifted, and we caught sight of the ships again. The morning dawned clear of fog, but the sky is overcast, and we are sailing along over seven knots, the *Bacchante* as guide of the fleet, and the three little ships under steam to keep up. At 4 P.M. took up our station on the starboard beam of the flagship and an hour afterwards observed Gough Island, north-east, 4,000 odd feet high and uninhabited. To-day there are a lot of Cape hens flying round the ship and swarms of dark brown and black birds on the water: the chief engineer caught one with a hook and line astern. It was a fine specimen with black bill; underneath his glossy thick plumage, which was dark brown on the surface, he had a very thick white fluffy down to protect him against the cold. This down however was swarming with lice. After evening quarters had a good game of "prisoner's base." It was foggy at intervals all through the night, and the flagship's gun kept booming away.

Feb. 9th.—At 2.30 A.M. the fog lifted, got a sight of the flagship, and at 5 A.M. rove screw purchase and down screw; we were then going about three knots. Soon afterwards a breeze sprang up from the south, and we go along close-hauled between six and seven knots, but as the screw is down we use steam as well. At noon

we were 1,300 miles from the Cape. It has been much colder to-day (51°) than it had been for some days.

Feb. 10th.—At 7 A.M. up screw, as wind is right aft, and set stunsails both sides. Though we make nine knots on an average all day yet we are the "dummy" of the squadron, as the *Bacchante* never sails so well compared with the other ships, with the wind right aft, as she does when it is on the quarter. The sun came out occasionally, but there were many rain squalls, one of which, at about noon, carried away the flagship's mizen topgallant mast just above the cap. Read Duke of Argyll's paper on flight of birds, and afterwards observed how some that were following the ship, and which look like small albatross, float on the wind for a considerable length of time with their wings outspread and motionless, just as the flying-fish do. They float thus even when they rise or descend, turn or wheel: using all the time only the muscles of the tail to propel themselves, in the same way as a fish in the water does his tail. Hence we can understand how they can traverse hundreds of miles down the wind with comparatively slight muscular exertion or fatigue. All birds of passage take but an occasional flap once every hour or so, and thus are enabled to accomplish long distances, whereas those birds which make short and frequent motions of the wings, like partridges, can fly comparatively only short distances.

Feb. 11th.—At 8.30 A.M. down screw and commenced steaming an hour afterwards, wind dying away, but heavy swell remaining from yesterday's wind, under which we continue for the rest of the passage as we have all now enough coal to carry us into Simon's Bay. General quarters during the forenoon, and in the afternoon, in addition to the usual sail drill, all the landing party and ambulance (with the doctor, who is very fond of giving instructions to us under the poop during the smoking hour on the use of the tourniquet and bandages), fell in, fully equipped for landing. Beautiful moonlight night, scarcely any wind.

Feb. 12th.—Almost a dead calm, steaming seven knots. In the afternoon we were, however, able to make sail to port stunsails. At 4.30 P.M., George Dunn, the sailmaker, died of softening of the brain; he had been insensible since 7 A.M., and on the sick list for three days. Watched the sun go down from the poop, with Venus, Jupiter and Saturn, in conjunction and apparently equally distant from each other in a line inclined at an angle of 30° to the horizon; directly the sun had set they shone out brightly.

Feb. 13*th.*—At 10 A.M. stopped engines, lowered royals, up courses, in trysails, and hove to for George Dunn's funeral: a bright, sunny day, not a cloud to be seen, and nearly a dead calm. Sunday morning service on the main deck immediately afterwards, at which the hymns and the psalms were sung even more heartily than usual. In the afternoon furled sails; the wind from the east, what little there is, and clouds coming up from that quarter at sunset. The *Tourmaline* was taken in tow by the flagship.

Feb. 14*th.*—At 5.30 A.M. the *Tourmaline's* towing hawser parted, which delayed squadron for two hours, while they made fast two hawsers, this time. Heavy swell from the east and south-east (the effect of winds that have been prevalent here for some days), ship pitching, but very irregularly: sometimes much, and then for many minutes not at all. The wind drew round during the afternoon to the south, and we were able to set fore and aft sail. It has been raining on and off all day: the night is cloudy, but light, as the moon is now near her full.

Feb. 15*th.*—We have been steaming between six and seven knots all the night, and at 9 A.M. lit fires in two more boilers, and increased our speed to nine knots, and altered course, heading up for Simon's Bay, from which at noon we are 250 miles distant. During the forenoon prepared for action aloft. It is very pleasant getting into the warm weather once more; to-day the thermometer is up to 70°. The wind drew aft during the afternoon, so after evening quarters made sail to port stunsails; the swell too has quite subsided during the night. In the afternoon the *Tourmaline*, which had been cast off by the flagship, had to stop in order to repair machinery, her engines having broken down. In the 4,000 miles of sea which we have traversed between the Falklands and the Cape of Good Hope, we have not seen a single sail, nor any signs of life, except some sea birds: and more than once we felt a strange weird feeling when we looked south, and fancied there was no more land down there, over the liquid hills and valleys of rolling water, but only the icy homes of birds and sprites. As we seemed to be sailing along on "the sloping edge of the globe," we could imagine that if we went far enough down there we should slip off the edge into space.

Feb. 16*th.*—A glorious morning, with blue sea, small clouds, sunshine and warmth. At noon sighted the African hills north of Table Mountain; the flagship's compasses are out, so we have been steering too far north; we at once altered course. Furled sails

at 1.30 P.M. At 4 P.M. rounded the Cape Point, and stood up for Simon's Bay, where at 6.5 P.M. we let go the anchor with splash, noise, and rattle of chain. There had been a small lottery sweepstakes as to the hour of our letting the anchor go: each subscriber drew a particular half hour, and as we crept up to our berth there was some excitement between the owner of 5½ to 6 and Eddy, who had drawn 6 to 6½. He won by a short five minutes. The *Inconstant* has taken up the moorings close in shore: the little ships form the next line, and the *Bacchante* is furthest out. As we opened the point near the Roman Rocks we made out with interest from among the masts of the ships lying here, those of H.M.'s troopship *Tamar* (Captain T. N. Royse), which has just returned from Natal. We learn afterwards that it was on account of the revolt of the Transvaal Boers that we had come to "demonstrate." Some of our Dutch fellow-subjects ashore, as the fleet came up the bay, hoisted the Dutch ensign on their houses in Kalk Bay, in token of their good wishes to the Boers. *Tourmaline* came in and anchored at 8.30 P.M. Glad to get newspapers and mails from England, though the news from Ireland is very bad.

AT SIMON'S BAY.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Feb.		°	°	°	°
17	N.W. 2·3	61	61	67	64
18	S.S.E. 1·2	59	59	68	69
19	S.S.E. 2·6	60	60	73	67
20 S.	S.E. 7·9	60	60	74	69
21	S.E. 7·9·2	60	60	78	71
22	Calm & N.W.1	60	60	77	69
23	N.W. 1	59	59	74	69
24	S.S.E- 1·7	59	59	69	69

Feb. 17th.—A north-west wind, clouds over all the hills, and rain. At 11 A.M. began coaling and continued at it till 7 P.M.; what with the rain and coal-dust, a fearful mess everywhere. The squadron is coaling and provisioning so as to be ready as soon as possible for whatever is required of us. Landed in the afternoon and walked up Red Hill; found most of the heather's bloom past, but here and there some fine scarlet specimens still out. Geraniums grow

wild all over the place. Afterwards walked through Simon's Town and out through the cemetery.

Feb. 18th.—Coaling on board *Bacchante* continued all day and right up into the middle watch the next night, when we finished at 4 A.M., having taken in 431 tons. A fine day and quite warm. The Admiral and captains drove over to Cape Town to call on Sir Hercules Robinson, the Governor. At about 4 P.M. the wind began to blow from the south-east, and the Muisenberg Hill put on its white cap, which is formed by the cold wind from the sea coming in contact with the warmer air on the sides of the hill, whose moisture is thus precipitated and forms the woolly-looking cloudwreath.

Feb. 19th.—At 8 A.M. hoisted court-martial jack and fired a gun. At 9.30 A.M. court-martial assembled on board *Bacchante* and sat till 2.15 P.M. A south-east gale blowing. At 3.45 P.M. our starboard cable parted while veering, and the ship drifted astern until brought up by the port anchor. Admiral made signal "Get up steam immediately and shift berth." At 5.30 P.M. we weighed port anchor, steamed up to our old berth, let it go again, veered to eight shackles and let go the starboard sheet anchor under foot, as the rest of the squadron had two anchors down.

Feb. 20th.—Splendid bright sunshine, but south-east gale with squalls still blowing, often up to 10. Celebrated Holy Communion for the first time this year. The Princess Louise of Wales's birthday.

Feb. 21st.—Wind lulled towards early morning. At 8 A.M. divers went down to get hold of the end of the starboard cable that had snapped on the 19th; when secured it was found that the link which had broken had been badly forged. At half-past twelve we left the ship in order to visit Cape Town. It was a beautiful fine day, and after landing in the dockyard quite privately, we mounted an American-built "spider" or light four-wheeled carriage open all round but with a canopy to shade off the sun; harnessed to this were four white horses which the Governor had sent over from Cape Town and which were driven by a Malay coachman; the luggage followed in another cart. The road at first mounts through Simon's Town, and after passing in front of the commodore's house then runs for some distance skirting the rocky shore and along side the sands and sea. It is littered pretty plentifully with the old iron shoes that have been cast by horses. At one place where there were extensive sands on which were lying large numbers of

crimson jelly-fish and huge sticks of seaweed, the driver turned off from the road all of a sudden and took his horses some distance through the sea for a freshener; the wheels on the near side were half under water as we drove along on the borders of the surf. At Farmer Peck's, a small inn about nine miles from Simon's Bay, he wanted to stop. "The Shepherd of Salisbury plain" is the sign, and verses in English, Dutch and Latin, promise "Good beds and no fleas, Wholesome food and small fees." But not needing either we made the best of our way on to Kalk Bay where we drove through two or three villages to which in the summer-time the townsfolk of Cape Town send their children for sea-bathing. There were lots of tubs of fish drying in the sun and spread upon the beach. It is the centre of the salt-fish trade of the Malays and the smell is always pretty strong. Soon afterwards we turned up northward round the spurs of the Muisenberg to Wynberg, ten miles from Cape Town, from which it is reached by a short railway, the first laid in the colony. On our left hand we now have a mountainous chain, dark and wooded, which is the outlying spur of the Table Mountain; on our right, but fifty miles off, are the peaks of the flat-topped Hottentot Holland mountains.

At Wynberg the character of the road alters, but it is still dry and dusty. We pass beneath groves of Scotch fir-trees, all whose lower stems are covered with the red dust from the road. The effect on first looking at them is as if the ruddy hues of sunset were here held in suspension all day long. The Malay driver pulled up at a small inn on the right-hand side of the road to give his horses a few minutes' rest and a drink of water while he was refreshing himself; he had been boosy all the way since leaving Simon's Town, and had whisked round corners with many a narrow shave. On leaving Wynberg his nerves were strung for greater efforts, and though the road was wide he steered full tilt up against a Cape waggon that was drawn up and standing motionless on one side of the road, and thus smashed the fore-wheel of the carriage we were in, but drove on quite regardless with the broken spokes to Government House, where we arrived all right at 4 P.M.

Sir Hercules Robinson and his A.D.C. Major St. John, and private secretary, Lieut. Bower R.N., together with Mr. Newton, the assistant secretary, welcomed us, and afterwards introduced us to Lady Robinson. The doors of all the rooms are ornamented with paintings of Cape flowers which the Miss Freres did. We saw their brother at Gibraltar, but Sir Bartle we have not seen since

the year before last at Abergeldie. "Ask any colonist haphazard—Africander or English—his opinion of Sir Bartle Frere, and in ninety-nine cases out of a hundred you will be told that he was conscientious, able, far-seeing, magnanimous, truthful, and loyal. From all men in South Africa who have studied the subject you will get the same reply, that he was a Christian gentleman believing in the missionary and in evangelisation implicitly, yet one who allowed common-sense and his plain duty to dominate his mind and his actions." At dinner that evening there were General Leycester Smyth, commanding the forces, and his A.D.C., Captain Colville: Mr. Sprigg (the Prime Minister), and Colonel Bruce (of the 91st Regiment).

Feb. 22*nd.*—Spent the morning chiefly in Government House garden, where there are some fine old trees and plenty of shade, and then walked across into the Botanic Garden, which was at one time part of the former, and is separated from it by a splendid avenue of oaks nearly a mile long, planted in the Dutch days of the colony. On either side of this is a watercourse, now dry, but at one time filled with a running stream brought from the springs on Table Mountain. The prettiest thing in the garden is the view of the mountain towering up like a black massive wall and covered on its flat top with a white fleecy cloud which is now being formed there by the south-easter.

In the afternoon some of the party went out for a ride along the sands, and others walked down Adderley Street, a broad dusty road, in which are the chief stores and shops of Cape Town, with a landing pier at the sea-end. Nearly all the necessaries of every-day life are imported, and the colonists still look to Europe in a large measure for their food supply. Wheat and butter and cheese, tea, flour, beer, spirits, tinned vegetables, tinned meat and fish are imported in incredible quantities. Everything in Cape Town is fearfully dear. Eggs are threepence each, oranges, which grow in the place, are twopence each. A few of the larger store-keepers, English and German (who have no middlemen to employ in the shape of merchants), have in former days accumulated large fortunes, with a profit, it is stated, of 100 per cent. on everything they sold: it is different with the smaller shopkeepers. Wages for shop assistants are from 10*l.* to 20*l.* per month. But trade and business are reported to have within the last years enormously fallen off, and to be rapidly and steadily diminishing. Instead of giving full employment for a fast line of fourteen large steamers, each

over 3,000 tons, six are now found to be ample. The net earnings of the Union Steamship Company have dropped from 156,000*l.* to 56,000*l.* and the company pays no dividend. In 1882 the export and import trade of all South Africa amounted to over 14,000,000*l.*; in 1884 to only 11,000,000*l.*, showing a decline of 23 per cent., and a consequent equivalent decline in the customs dues, the chief source of revenue. Here, as in South America, in a land teeming with cattle, most of the milk is imported in tins from Norway and Switzerland; most of the cheese also comes from Europe. Transport difficulties in a large and sparsely populated country are pleaded here as an explanation. It is more economical to import from Europe than to cart down from up country.

We then went up on to Signal Hill, whence we got a good view of Table Bay with Robben Island in the offing, and the long brownish red line of the Hottentot hills beyond, and of Cape Town itself lying all along the valley. The wide expanse of white houses with flat roofs is broken only by the square tower of the English cathedral and the older domed tower of the Dutch Reformed Church. Walked on then to see the large new reservoir which is being built at the foot of Table Mountain for the waterworks. The town (with its 33,000 inhabitants, not quite the size of Cambridge) is execrably supplied with water, and the whole place is more like a dust-heap than anything else. Whichever way the wind blows—either from the south-east during the summer half of the year, November to April, or from the north-west during the winter half, May to October—clouds of dust are kept perpetually on the move, charged very often with germs of various diseases, from one part of the town to the other. [Small-pox, fever, and diphtheria are readily propagated thus, and all three are very frequent. Those who advocate the system of no drainage which now prevails here urge, however, that it is the most healthy arrangement possible, as the dust covers over any ill thing that may be exposed for a short time in the open air, and thus makes the whole city one large Moule's earth-closet. One reason perhaps for acquiescence in this state of things is that the finances of the Cape Colony are in the most serious condition; the Cape Town municipality is said to be nearly bankrupt, and some of the banks are in a bad way. At the chief print-shop we purchased likenesses of the two rebel Boer leaders, Joubert and Kruger, for which there seems a very large sale.

Two out of every three of the European population here are Dutch; all the land is held by Dutch farmers, and it is only natural, however much Englishmen may regret it, that they should feel anxious and uneasy at the war now being waged against their kindred in the Transvaal. A few years ago this was one of the most loyal of the British colonies: and still they express loyalty to "the Queen," but great dissatisfaction with "the Home Government." They are averse to having anything to do with an English parliament in which only the inhabitants of the British Isles are represented; as they look to their own Cape parliament alone. A responsible Government has been given to the colony, but the decisions of its representatives have been continually overruled, so that the difficulties in the way of any Cape ministry really carrying out a policy of its own, or even having one or doing anything at all, have been much increased: the Houses of Assembly feel that they have been merely playing at being rulers. An imperial policy of alternate jingoism and peace at any price, colonial internecine wars, party disputes in the colony (however reasonable each of these may be in itself), have all tended to ruin the stability of political and commercial life. They have had war upon war, trouble upon trouble, an endless tangle of Basuto, Zulu, Kaffir complications; and on the top of these difficulties the question of confederation was stirred, and the country was stumped by semi-official emissaries from England, whose real drift and aim appear not to have been understood. A confederation here would have to embrace far more heterogeneous materials than in the West Indies, in Canada, or in Australia. Union of interests and of nationality is the only basis for easy confederation; and at present the interests of various parts even of Cape Colony (of the Eastern and Western Provinces), those of Natal, of Basutoland, of Zululand, of the two Dutch Republics of the Orange Free State and the Transvaal, appear to the respective inhabitants dissimilar and antagonistic. In the Eastern Provinces of Cape Colony the English element is stronger than the Dutch, which again is in the ascendency in the Western Provinces. Port Elizabeth and Graham's Town dissent from Cape Town on almost all subjects, and revolt from the supposed social and political supremacy of the capital. Further division would seem more natural than confederation at present. Griqualand West and the Diamond Fields desire a local government of their own, separate from the Cape Parliament; the Eastern Provinces might very reasonably (it would seem to an outsider) form them-

selves into another colony separate from the Western. Such local independence might conduce in the long run to greater union; for friction between the Dutch and English races would thus be lessened, not increased, by each colony managing its own local affairs, and a common policy regarding other than local matters would be more likely to be adopted. It has been so in Canada and in Australia (where Victoria and Queensland have both been separated from New South Wales years ago, to their mutual advantage and development), and possibly might be so in South Africa. When the railways are completed and the resources of the various parts of South Africa are developed, then there may be union: to force it on now from the outside is simply impossible, however conducive to the real interests of South Africa such union would be if spontaneous. A South African Dutch Republic of the United States of South Africa is, it is true, the ambition of many, and this is so far a healthy sign of the growth of a national feeling. Africanders naturally are as keen for the recognition of their nationality as Canadians and Australians are; but the growth of such national feeling need not in the least of necessity imply that Africanders might not be as proud of being part and parcel of the British Empire as Scotchmen, or Canadians, as Welshmen, or Australians. By running counter to that feeling, however, we render them as hostile as the Irish have been rendered by similar shortsightedness. Amongst all, the prevailing feeling is one of uncertainty and apprehension. Eighteen months ago the Dutch and English lived side by side in friendship, connected in many cases not only by business relations but by family ties. But this Transvaal war has wrought up the feeling of race animosities to a point never approached before in the history of South Africa. The Dutch are now determined to assert their power and to attain supremacy; the English minority (rightly or wrongly) resent bitterly the position in which they have been placed by the action of the Home Government. Neighbours, formerly living on friendly terms, now view each other with suspicion and aversion. Even the most hopeful men, who, contrary to the general opinion, hold that there is a possibility of the present difficulties being peacefully surmounted, yet admit that the situation is extremely dangerous, and that the utmost care will be requisite to avert an explosion, involving not improbably the loss of the whole of South Africa to the British Crown. In many parts of the country Africander doctrines are preached from the Dutch pulpit; just as Bishop Gray too set up

his Church of South Africa independent of the Church of England; and thus Calvinist and Anglican alike do but witness to the same Africander feeling. The majority of the Dutch up to the present time have been content for the most part to be represented by English members in the House of Assembly, but a new spirit is now coming over them, and at the next general election they certainly have it in their power, if they have the will, to return a majority of Dutch members. A Dutch ministry would then take office, which might be an improvement upon the existing state of things, inasmuch as the responsibility of governing the country would then devolve upon those who had already in a great measure the power of directing the policy.[1] It is possible the Dutch may hold views as to the best mode of advancing their interests which some in England may think mistaken. The Dutch as a rule are slow cautious, economical and very averse to change. Their platform embraces such measures as protection to Cape industries, the restriction of immigration, and the raising of the money qualification for the franchise. If these are the views of the majority it is surely better that they should be carried into effect under the responsibilities of office and under the restraints imposed by an active and intelligent minority, than that they should be dictated to such a minority by an irresponsible majority sitting on the Opposition benches. A large proportion of the older and wealthier Dutch colonists are thoroughly loyal to England, and fully appreciate the benefits of belonging to the British Empire, but of course it is not in human nature that they should not feel strongly drawn towards their relatives in the two Dutch Republics of the Orange Free State and the Transvaal. The race struggle in South Africa is full of interest, theoretical and practical, for all who believe in Greater Britain. The blending of the two races is the only way in which the Cape may take her share in such a consummation. Patience and firm rule may yet turn the Cape into a colony as loyal and prosperous in its measure as Canada or Australia; but, on the other hand, a heated and eager assertion of British supremacy may easily drive them to join their kith and kindred under the flag of Holland, and eventually perhaps of the German Empire; and Great Britain is debarred from even thinking of the possibility of attempting their reconquest, having declared

[1] In the present Parliament (1884) of the 74 members, 32 are pure Dutch, 13 are of the Upington or Government party (which Mr. Sprigg the late Premier has now joined), which is also supported by the Dutch, and only 29 are of the Scanlen or Opposition party.

repeatedly that she will never again endeavour to coerce a colony to remain beneath her flag, especially one with a constitutional and representative government, which wishes to become independent.]

Coming home through the town we admired some of the old Dutch mansions; they are fine and massively built, with heavy dormer windows and little panes, but the roofs are flat. They are chiefly now inhabited by the Malays and other coloured people that make up the bulk of the population of Cape Town. The Dutch and Europeans have migrated to the suburbs. In olden days many Anglo-Indians used to come here from India for a short sojourn, on account of the dryness of the atmosphere and the cold nights, and occupied these houses for a time, and reaped more benefit from so doing than from the longer voyage to England: since the Suez Canal has been opened the Cape is never seen by them at all. To dinner that evening came the Chief Justice, Sir Henry de Villiers, Mr. Pearson (treasurer-general) and Mr. Leonard (the attorney-general). The broad verandah outside the house opening into the garden made a cool and pleasant retreat after the heat of the day.

Feb. 23*rd.*—Went with Lady Robinson to a small bazaar for some Dutch church; the band of the 91st Regiment had been sent to play there. Played lawn-tennis afterwards in the garden with Lieutenant Weigall, R.A., whose brother was in the *Britannia* with us; then walked up the stream which comes down from Table Mountain, and where, at about two miles out of the town, the Malay washerwomen ply their trade. The scanty stream is full of boulders, and what there is of it is gathered into small pools at the foot of these, in which the clothes are placed and pounded and then hung on the tops of bushes and shrubs to dry. The whole place seemed reeking with soapsuds and filth, and it looked as if most of the clothes would come away from the process dirtier than they went. To dinner came Mr. Laing (Minister for Public Works), and Mr. and Mrs. Southey; the latter gentleman was late Lieut.-Governor of Griqualand West.

Feb. 24*th.*—In the morning Prince Louis came up with Mr. Caulfield and stayed to lunch. In the afternoon, from four to six, Lady Robinson had a reception to which about 650 people came, and stood about in the house and verandahs and under the trees in the garden listening to the band of the 91st Regiment. To dinner came Mr. Merriman (leader of the Opposition), Mr. Saul Solomon, one of the two members for Cape Town and the very able proprietor

of the *Cape Argus*, the leading paper in South Africa, and general friend of the natives, and Mr. Ayling.

Feb. 25th.—Some of the party went over with Mr. Southey at 7 A.M. to shoot on Robben Island, ten miles off shore in Table Bay. It was very hot and tiring walking over the loose sand which is the only thing on the island except the lunatic asylum and the leper establishment. Leprosy, in which the limbs decay and are eaten away piecemeal by incurable sores, is always prevalent in Cape Town: it was brought from the East by the Dutch slaves from their East Indian colonies. The rabbits were very wild and there were a few snakes and penguins about. A sea-bird of a rare sort was shot by George; it has been prepared at the museum in Cape Town and sent home. We had lunch in a house belonging to Dr. Biccard, of the lunatic asylum, in which there are about 130 patients. At about 5 P.M. we went on board the steamer and came back to Cape Town at 7 P.M. Others went up Table Mountain, starting with Colonel Owen of the Royal Artillery by the 7 A.M. train to Wynberg, eight and a quarter miles out. This is the oldest and shortest line in the colony: original shareholders receive 30 per cent. on their money. Arrived at the station we met Mr. Gamble, the engineer of the New Waterworks, and drove with him through Constantia to the back or south side of Table Mountain. We saw some of the celebrated vineyards here: the vines were brought over by the Huguenot refugees in 1685, and the grapes are as good as any in the world; but most of the wine is very carelessly made. The grapes are picked with earthy particles on them, and the wine is pressed from grapes of all conditions and kinds, and doctored alike with spirit and water. Some good wine is made at Constantia from grapes dried almost like raisins; but it is more a liqueur than a wine, and not more than 36,000 gallons of this are made annually. The Cape Colony produces a larger amount of wine than any other British possession—in fact more than all the rest put together. In the year 1875 the quantity of wine produced was returned as 4,455,000 gallons (about the quantity now produced by Australia), and of spirit distilled from wine, 1,067,000 gallons. Since that time the produce has certainly increased in quantity, and cannot be less than 6,000,000 gallons, and another million and a quarter gallons of grape spirit. The export of wine from the Cape during 1883 was, however, only 6,353 gallons of Constantia, valued at 2,371*l.*, and 115,499 gallons of ordinary wine, valued at 21,474*l.* The soil and climate are peculiarly

fitted for the cultivation of wine: but the introduction of foreign capital and enterprise is wanted: and native labour here is far dearer than present wages in the south of Europe. Chemical analysis shows that in every constituent for the production of wine the Cape grape-juice is peculiarly and exceptionally rich, but care in the preparation and better methods of cultivation are wanted. To this end the Cape Government have recently introduced an expert from one of the best wine-growing stations in Germany.

We began to climb Table Mountain on foot at 9 A.M.; the path at first is easily traceable over heather and stones; but it was rather hot work, as the ascent was steep and there was no shade. We arrived at the "camp" (the place where the engineer and his men had encamped when surveying the mountain), and the cross road over the stream at noon, and there halted by the spring and lunched. The water of this stream and many others will be utilised in the New Waterworks. On Table Mountain there is deposited a very large amount of moisture from clouds and rain, which at present is wasted as far as the town at its foot is concerned; this it is proposed now to utilise, and it is estimated that the supply will be sufficient also for the villages of Wynberg and Constantia, through both of which the pipes will pass. From here on up the kloof to the top takes about one hour and is also a steep climb. The top itself is an immense and absolutely bare plateau of rock weather-worn, and on the north side, precipitous. It is 3,502 feet above the sea, or about the same height as Snowdon. Standing on Maclear's cairn which marks the loftiest point, there was a fine view all round; looking to the south we saw False Bay, the Muisenberg, the Hottentot hills and the crawling and wrinkled sea; turning round and looking northwards there was a curious effect of white fog. This was hanging like so much white fluffy cotton-wool all over Cape Town, but under the lee of Robben Island there was a great rent in the white fluff. We then walked to the kloof and came straight down the steep and stony path which leads thence to Cape Town, arriving at the bottom at 6 P.M. By this time all the fog had disappeared off Table Bay; a few white clouds however were still hanging round the Lion's Head. The *Bacchante* arrived and anchored in Table Bay at 7.30 P.M. having left Simon's Bay at noon. She did the fifty-three miles round under steam.

Feb. 26th.—After breakfast went to see the Museum and the Grey Library: a fine building, at the end of the Botanic Gardens,

with handsome pillared portico. In the Library are some very fine old books, especially early histories of the Cape Colony, which were given by Sir George Grey when he left the Cape for New Zealand. Doctor Hahn, the librarian, who has spent many years among the various native races of South Africa, showed us many photographs of the various tribes of Bushmen, Hottentots, and Kaffirs, and also told us in conversation many most interesting things.

AT TABLE BAY.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon	6 P.M.
Feb.		°	°	°	°
25	Variable 1·2	55	55	70	64
26	Variable 1·2	57	57	65	66
27S.	N.W. 2·1, S.E. and S. 7·5	58	58	70	71
28	S.E. 2·5 and variable	56	56	70	73
March					
1	Variable 1	56	55	70	70
2	Variable 1·2	56	56	67	71
3	N.W. 1·2	52	52	69	68
4	S.E. 2·4	53	54	64	64
5	S. 3·8	54	53	71	70
6S.	S. 7·9	54	53	70	71
7	S. 7·8	52	52	77	74

[South Africa rises in a series of broad terraces or steps from the sea. On the coast the uplands average not more than 200 feet, fifty miles inland comes the broad terrace of the Lange Berge, then 100 miles from the sea the great ridge of the Black Mountains, averaging 3,000 feet in height. Beyond them extends the table-land of the Karroo (or "dry" land), which is supposed to be the bed of a large ancient lake. Further inland this rises again into another plateau by the Orange River, until it dies away into the great table-land of the interior of South Africa, at an average height above the sea of 4,000 feet. There is a marked difference between the climate of the east and west coasts; the winter of the west is wet and inclement, that of the east cold, dry, and bracing; the summer of the west is dry and salubrious, that of the east wet and stormy. South Africa thus includes a variety of climates and totally dissimilar tracts of country; so also does it of races. Roughly speaking, there are no Negroes south of the equator. The whole of this portion of Africa, from the equator and the Victoria

Nile downwards to the Cape, is inhabited by three perfectly distinct indigenous races, (1) the Kaffirs, (2) the Hottentots, who occupy the extreme south and south-west corner of the continent, and (3) the Bushmen.

1. "Kaffir" is the Arabic for "heathen," and is the term of reproach applied by the Arabs, who held the coast before the arrival of the Portuguese in 1497, to the small section of the great family of the Bantu tribes with whom they came in contact. This great Bantu race numbers one-quarter of the population of Africa, and have been estimated to be at least eighteen millions in all. They are a grey slatey-coloured people, and were impelled from the north and north-eastern parts of the continent by the pressure caused by the inroads of the Hamites from Western Asia. All their traditions point to the north as their home; there their chief great divinity is supposed to reside, and to the north are turned the faces of their dead when laid in the grave. The wave of population has continually rolled southwards from the central parts of Africa which are now again also apparently over-crowded. The Bantu clans were preceded in their migrations by the Hottentots, and these again by the Bushmen.

The Bantu tribes may be divided into three great groups; (*a*) Kaffirs, (*b*) Betschuanas, and (*c*) Damaras.

(*a*) Those on the eastern coast, or Kaffirs proper, extend from the Zambesi southward to Cape Colony. They are tall, dark brown, active, and well made, inclining to a pastoral life more than to agriculture. They live mainly on animal food, and their clans are stronger, more spirited and intelligent than those of the other two groups. Their herds are their all in all to each clan; and cattle-stealing has grown so universal as to have acquired a certain political significance. The land is of course all "nationalised:" that is to say it belongs to the tribe or clan, and cannot be parted with by the chief as his own private property; private property in the soil is not recognised beyond actual possession. Every one sows his corn wherever he can find a convenient spot. All the wealth of a Kaffir is counted in cattle and wives; a woman is equivalent to ten head of cattle. When the Kaffir has secured ten head of cattle he exchanges them for a wife, of whom he may have any number if he can afford to keep them. Each wife must have a separate hut. The marriage laws are very rigid; adultery is visited with death; no man may marry without the chief's permission, and never a blood relative. To this fact and to the total absence of alcoholic drinks

among them—in Ketchwayo's reign the sale of rum was prohibited —their splendid physique is doubtless in a measure due. These eastern coast Kaffirs embrace the Zulus, Pondos, Swazis, Tembus, Matabeles, Fingus (*i.e.* "helpless people in search of service" an inferior clan, conquered by the Zulus seventy years ago), and others. As a rule, however, they all possess great physical endurance, and offer strong passive resistance to all injurious influences. The younger Kaffir men are described as restless, turbulent and boastful, and very reckless; they have a strong love of liberty and independence, but are readily obedient to their chiefs; and generally speaking they are good-natured. They have plenty of sagacity and acute wits, and are capable also of patient attention; are frugal and temperate, and observe much decorum and cleanliness. It is stated that any one who falls unarmed into the hands of the enemy is never put to death, and that they have a proverb, "We must not let even our enemies die of hunger." The coast Kaffir tribes are far more highly organised than the central ones. Each village or kraal contains forty or fifty families under a head-man elected by the villagers. These village chiefs are under a tribal chief, and form his councillors: a leopard's skin is the insignia of rank. The clan chieftainship is hereditary, but generally the son whose mother is of the richest and oldest family is nominated by his father to the succession; the two eldest sons are always debarred from such right. Bribery and corrupt practices are extremely prevalent in the administration of justice; in commercial transactions they are honourable and trustworthy wherever they have not been deceived by whites. The chief's revenue consists of contributions of cattle, first-fruits, and fines. With the Zulus death is the common punishment for all offences.

The religious beliefs are much the same in all three groups of the Bantu tribes: they play round fetichism and supernatural spirits, who are in some mysterious way connected with the spirits of dead ancestors, charms, and sorcery. The Kaffirs circumcise all their male children and shave their heads, leaving a ring of hair on the boys and a tuft on the girls; many of the women are tattooed. They reckon time by the moon; they have no written characters, though their language appears to be the remains of something far beyond that of any savage nation. Every child has a name given him at birth and another at adult age, usually some honourable title according to prowess or ability. Blacksmiths, who smelt copper and iron for ornament, or for axes, hoes, and spears, are held in great

honour, though this art is quite unknown among the interior tribes. Their basket-work is exceedingly good; and pails, earthenware bowls, knives of ivory for scraping the skin, snuff-boxes, and other articles made by hand are abundant.

The profession of doctor is hereditary; there are several kinds; "smelling doctors" for detecting witches; "handling doctors" who rub and give medicine, cup, and set limbs; and simple "physic doctors." The office of "rain-maker" is also hereditary; so is that of the seer and prophet, of whom there are large numbers; but apparently there are no priests, though sacrifices are offered to the spirits to avert evil, to procure blessings, and as thank-offerings. There is a great national feast of first-fruits in January, and one to the spirit of the king's father each year. They have a great many opinions regarding uncleanness resembling those of the ancient Egyptians (not eating wild pigs, hippopotami, crocodiles, and certain beasts and birds), and they swear by the life of the king or by the *manes* of their forefathers.

When a chief dies his household utensils are burnt or broken and buried with his body, which is generally interred in a sitting posture. The Zulus sometimes burn and sometimes bury the bodies of the dead; others are left exposed in the bush to be devoured by the hyæna, which is held to be a sacred animal.

Dreams are ascribed to spirits; the departed spirits of their fathers and of their great chiefs are believed to exercise an influence over the living, and sometimes to appear in the form of serpents to their descendants: serpents also are sacred animals. Ancestral spirits are regaled with sacrifices—cattle, goats, beer and snuff—and they are invited to eat; they occupy the same relative position in the other world as they did in this. All failure or success in war is ascribed to the humour of the spirit of the chief's ancestor. But generally the attention of the spirits is limited to their own family, and of a chief to his own kraal or clan. They are very fond of dances, which are dramatic and generally accompanied by songs, some of them so old that the words are not understood by the natives themselves; they are sometimes sung in parts, the women sitting on the ground moaning and wailing, and the men dancing away, shaking the earth with their stamping and wheeling in armed groups from side to side brandishing assegais.

The coast Kaffirs at the beginning of this century were divided into patriarchally governed clans, like the Scotch Highlanders a century before them, or like our own Saxon forefathers when they

came over from Germany and established the various Saxon tribes in this island. They had no great paramount over-lord till Chaka arose in 1813. He marshalled and disciplined his own clan with such success, that in a few years all the south-eastern coast from the Limpopo to Cape Colony owned his supremacy. Every male belonged to one or other of the three classes into which his army was divided; these were veterans over forty, men, and lads, the first two classes distinguished by rings on their heads. About one-half the available force, nearly 50,000 warriors, was kept in constant readiness for battle. Each regiment consisted of from six to eight hundred men, commanded by a captain, lieutenant, and two sub-lieutenants. Soldiers were kept apart from their wives and children, and only such were allowed to marry as the king chose; they received no pay, but were fed by him during active service. Each barrack town was garrisoned by a regiment and fortified with palisades, and the king used to pass a month in each. The soldiers were armed with assegais four feet long, which they could aim well with up to sixty paces, but not beyond. Chaka added a short stout spear for close combat, and a club. Their shields of ox-hide were as long as the men were tall. After twenty-five years' sway Chaka was murdered by his brother, who in his turn was murdered by Dingaan, another brother. Dingaan was succeeded by Panda as paramount over-lord of the coast Kaffirs, and he was succeeded by his son, Ketchwayo.

Several of Chaka's under-lords caught his spirit, and by force of character, ability, and adoption of his military methods, discipline, and drill, set off with their clans and carved out for themselves over-lordships over other Bantu tribes. Moselikatsi, for instance, a Zulu clan chief, whose tribe originally inhabited what is now Natal, after being reduced to submission by Chaka, became one of his generals, crossed the Drakenberg and occupied what is now the Transvaal, dispossessing the unwarlike Betschuanas, and establishing an independent over-lordship there. When the Boers defeated Moselikatsi, the Betschuanas hailed them as deliverers. He, however, marched north with his Zulus and ultimately settled in the hilly country midway between the Limpopo and the Zambesi, forming there the Matabele kingdom, over which his successor Lo-Benguela, proclaimed king in 1870, still rules, and keeps up the traditions of the founder of this over-lordship; where every able-bodied man is a soldier and bound by strictest fealty to his chief, to whom he owes his life, his cattle, and his all.

Another of Chaka's generals went north along the eastern coast,

and reduced all the clans between the Limpopo and Zambesi to his sway. This is the Zulu over-lordship of Gasa, which extends from Delagoa Bay coastwise to the borders of the Matabele kingdom.

(*b*) The second group of the Bantus or Kaffirs are those of the interior or plateau. These subsist rather on a vegetable diet and are of a softer and more passive temperament than their kindred on the eastern coast. The Basutos and Betschuanas belong to this group. The latter are the most numerous and widespread of the plateau tribes. The larger tribes contain 15,000 people, and are just on the border-line between nomads and agriculturists. Each tribe is named after a certain animal, which it reveres and never eats. The tribes are divided into numerous clans, each under an hereditary head-man; his authority is nominally absolute, but the under-chiefs of towns or villages sit in parliament with him, and freely offer their opinion. The Betschuanas have regular social grades in each tribe, the well-born, the rich, and the low-born, or vassals. All their land is common property, and the chief cannot alienate it. They are strong and well built physically, but, as a rule, are lazy and cowardly, though some are said to show more intelligence than the ordinary European peasant. Like all weaker races, the Betschuanas are more crafty than the eastern coast Kaffirs. They have little regard for truth and honour, and are able to embellish a story excellently well. They practise circumcision; their priests are doctors and manage the weather, and also understand the influence of the stars, prepare charms, and superintend the burying of the dead—who are placed in the grave in a sitting posture, looking towards the north. In their poorly-watered country rain seems the giver of all good. The spirits of their ancestors are connected in some mysterious way with an invisible being. They are fond of dancing, at which the women and children clap hands, but do not sing; and the men use a small reed-pipe. Naturally they are of a kindly though cunning disposition, and readily acquire the language of the whites. Some of them are industrious, persevering and sober: they are fond of gardening, and pay more attention to agriculture than the eastern-coast Kaffirs; they carefully fence their fields, and their dwellings are kept very neat. They have never been known to attack Dutch or English, but only defend themselves when attacked. Their warfare consists in treacherously surprising their enemy, and secretly carrying off his cattle, rather than in open and courageous attack, or in any regular combat; they steal freely from the missionaries. Their

clans stretch away inland north of the Orange River, and over the west coast plateau north of Namaqualand. There the Kaffirs of the plateau are generally held to form the third group of the Damara Kaffirs, who have for the last 150 years been isolated as well from their Central as from their Eastern kith.

(*c*) The Damaras are divided into two principal clans, which have dwindled away into a number of smaller families, each containing from 100 to 400 people, in a state of continual mutual hostility. Few kraals contain more than five or six huts and 100 cattle; and every man with twenty cows considers himself independent. They live in nomadic communities, roaming over an extent of 29,000 square miles, a territory nearly as large as Scotland, and on the whole more fertile than Namaqualand; but parts are very hilly, and the rest consists of wide plains and thorny jungle: the days are sometimes exceedingly hot, the nights piercing cold. The whole land is the common property of the nation, but the first party arriving at any place has a right to remain there as long as they please. The cattle are the common property of the clan—food as well as land is thus "nationalised." The authority of the chiefs is sacerdotal as well as political. Kinship goes through the mother, to whose caste the children belong; but the eldest son of the favourite wife of the chief succeeds him: wives often leave their husbands and choose new ones: each builds her own hut. The chief blesses the oxen, and his daughter is priestess, and sprinkles them with holy water every morning. She takes care of the holy fire, which is always kept alight in or near the chief's hut. Particular trees or shrubs are sacred to each family, and particular animals or cattle with certain marks on their bodies. Prayers are offered to the dead: they are buried in a sitting posture, with the chin resting on the knees, and sewn up in an ox-hide, with their faces towards the north; and a heap of stones is reared over the grave. Frequent presentations of provisions are made to the deceased. Their Great Father is buried in several places, at all of which he is prayed to. They have great faith in amulets and witchcraft, but without the more strenuous and elaborate arrangements of the eastern-coast Kaffirs. Circumcision is practised, and the boys' heads are almost entirely shaved: they are fond of dances, many of which are mimicry of animals, time to which is kept by music and chorus, hand-clapping, and striking the ground. They are generally tall, upright, and well made, but not over strong, of a pale slate colour, are very impulsive, submissive like dogs, and court slavery, but lazy, heartless, and cruel.

Very few die natural deaths: when useless and worn-out they are killed by their relatives. Milk, usually sour, is the main article of subsistence: they eat also flesh of oxen and game on festival occasions, but usually live on vegetables, fruits, and seeds. The ladies wear iron bracelets round their wrists and ankles; their iron beads of the size of a potato, frequently weighing 30 lbs., compel them to walk slowly, which is one of the signs of high birth in Damaraland.

2. The Hottentots (estimated now to be about 50,000 only) are separated from all these Bantus, with whom they have no material resemblances, by the great waterless Kalahari Desert. They are of a pale yellow-brown colour, with bodies of medium size and small hands and feet: and are great runners. In disposition they are light-hearted, apathetic and very indolent, but are very fond of uncouth dances, imitative of the habits of animals, apes, and bees, which they perform to a monotonous chant. Primogeniture prevails, and chieftainship is hereditary; they live in loose federations of village communities or kraals of 200 or 400 people, each under a village captain; with the huts in a circle round the cattlefold. All the men of the kraal with the chieftain sit in council for justice. Some of them are very honest, faithful, and truthful; they are easily led by plausible speeches, but stubborn when threatened, and have very strong memories. They believe in a future life, and that the spirit of the dead haunts the place where it left the body. The Namaquas adore a being supposed to exist in every grave; they venerate their ancestors, and regard the moon with awe, judging that it has the disposal of the weather: they measure time also by lunar months, and have great faith in witchcraft and amulets, but possess no idols, temples, or altars. Their seers and prophets, however, officiate at marriages and funerals, and there are doctors in each kraal for men and cattle; who use herbs and medicaments as well as charms. They tattoo themselves, and name their children after wild beasts. The Hottentots have been divided into three groups, consisting of (*a*) those dwelling in Cape Colony, (*b*) the Koranas on the north of the Orange River, and (*c*) the Namaqua, whose domain embraces the western portion of South Africa. Namaqualand may be divided into three longitudinal sections. The first, the seaboard, is sandy and waterless, of a volcanic origin, rough and sterile, hardly giving life to a few stunted pines between the crags, but with a gradually increasing elevation, with coarse grass and shrubs. The second division rising eastward, is hilly and very rugged; copper abounds in every direction, the supply of this metal being almost

inexhaustible. Occasional trees may be found here, and brush wood is comparatively abundant. In the third or more eastern portion of Namaqualand the downs become more wooded and better covered with grass. Where the plateau is at an average elevation of 3,000 feet above the sea, it is healthy but cold in the winter, till it reaches on the extreme east the Kalahari Desert. "Among the hills bordering on the table-land there are fertile tracts, contrasting strangely with the surrounding sterility. Nature seems to unfold in these oases all her charm and loveliness. Deep basins of crystal water are formed among the mighty dark-red rocks of fantastic shape, encircled by ferns and other beautiful plants. So happily does the brook run over its rocky bed into the valley, and so homelike is the murmur, that one might fancy one's self back into some quiet nook in the Harz or Black Forest."

Angra Pequena (or "little bay"), 150 miles north of the Orange River, is the only entrance into Central Namaqualand from the coast: there is abundance of fish there. There is also a German trading station, whence the route starts inland to the German mission of Bethany on the plateau, where Dr. Hahn's father was for many years missionary.[1] The Namaquas are warlike and

[1] In the month of May, 1883, Lord Derby received at the Colonial Office a deputation of South African merchants, and said that "he could state in half a dozen words what the actual position of affairs was as regards Angra Pequena. We had not claimed the place itself as British territory; but we had claimed a sort of general right to exclude foreign Powers from that coast up to the Portuguese territory. The German Government had made various inquiries into the nature of our claims, but so far as the correspondence had yet gone he did not understand that Germany had actually disputed those claims. He apprehended that the question was not so much one of any intention on the part of the German Government to set up a colony there as an inquiry upon their part whether we claim the possession of the coast, and in that case whether we will give security to the Germans trading or settling there, and, if we are either unable or unwilling to give them security, whether we shall object to the German Government doing it themselves. With regard to Cape Colony, he understood that some months ago the question was put to them by the Colonial Office whether they were prepared to take over Angra Pequena and become responsible for the maintenance of order there, and of course to pay the cost. At that time they thought that their expenses were quite as great as they could conveniently bear, and refused to have anything to do with the matter. Within the last few days he had put the question to them by telegraph, asking them whether in the event of our determining to defend the claim of the British Crown to this territory they would be prepared to take it over and to bear the cost and take the responsibility of its administration. As the deputation were aware, there was a Ministerial crisis in South Africa, and the new Government was only just formed, and consequently they had asked for a little time to answer the question. He might say that he did not share the apprehensions which some people felt as to the desire of the German Government to establish colonies in various parts of the world. Colonization was not the German policy; they believed that concentration was the secret of their strength, and they were not at all disposed to weaken themselves by occupying distant possessions in various parts of the world." A few months later the German Government, having waited nearly a year and a half for an answer to a definite question and getting no reply, formally annexed the territory, and all Damara-

nomad, the purest both in blood and language of the Hottentots; the most mongrel in both respects are the Hottentots of Cape Colony. The Hottentots, as well as the Bantu tribes, would seem to be the ruined monuments of a greater past; but the Bushmen are a primæval people, arrested by adverse circumstances at a very low stage of development.

3. The Bushmen formerly reached north to the Zambesi, and even beyond, but are now little more than nomads in the Kalahari Desert, though some of them are held in servitude by the Betschuanas on its eastern borders. They have little or nothing in common with the Hottentot race, and are scarcely regarded by Hottentots or Bantus as human beings at all. They are probably an entirely distinct race from either, and represent all that has survived of a great primæval African race, broken into fragments and driven into corners by the successive floods of immigration of stronger races—Hottentot, Bantu, and further north Negro; just as a corresponding fate has overtaken other primæval pigmy races, the Lapps in Europe, the Ainos, Veddahs, and Andamans in Asia, and the Eskimo and Fuegians in America. They are thin, wiry and dwarfish; their average height is about four feet, their skin a yellowish brown, their heads large, and eyes small; they possess a "monkey-like mobility of countenance, with a wild, uncertain, cunning look;" they have neither cattle nor goats, only a few half-wild dogs. Apparently no tribal arrangements exist, although from ten to fifty live together in universal liberty, fraternity, and equality; they have no words for any numbers beyond two or three. They trap game, and use arrows for shooting the antelope; sling at birds, and make fire by twirling a stick between the hands, the point moving in a hollowed place in another horizontal stick. Their women dig up casual roots

land and Namaqualand (both exclusively occupied by German missionaries), right up to the edge of the Kalahari Desert on the east, and from the mouth of the Orange River, the boundary of the Cape Colony, seven hundred miles northward to Cape Frio, a territory nearly equal in area to the whole of British South Africa. The Germans have taken the country in hand with good heart, although not unmindful of the enormous difficulties that lie in their way. Their motto is "What has been done can be done"; and they point to Colorado, to Atacama, and to the sandy steppes of Asia and America which have been converted into fertile tracts, as justifying their faith. At Hamburg the capabilities of the country are highly estimated: iron and copper ore have long been known to exist in great quantities, and important discoveries give hopes that coal also may be not far off. A well-furnished expedition has been fitted out to explore thoroughly the whole coast from the Orange River upward to the northern frontier, and then to study the mineralogy of the country; this exploration will be extended inland in all directions, and will require time. But only thus can we learn what advantages Germany may draw from this colony; and time, too, will show what effect will result therefrom to the neighbouring and friendly Dutch republics of the Free State and the Transvaal.

found in the desert, and gather insects for food: the more putrid and pungent the odour of the food is, the better they like it: they have voracious appetites, and can also go for a great length of time without eating. "They dwell in clefts of the valleys, in caves of the earth, and in the rocks;" sometimes they dig a hole in the earth three feet deep, and roof it in with reeds. The chief characteristic of their language is a succession of clicks and clucking sounds like monkey chatter, practically unpronounceable by the European tongue, and uttered by drawing in the breath; a great deal of meaning is conveyed by the gestures accompanying these, by the grins the speakers make, or the energy or emphasis they give them in utterance. Some of these clicks were adopted by the Hottentots, the next invading race from the north, and some also by the Bantu clans, the third and last invading race. Whereas the Bushmen have six such clicks, the Hottentots have four, and the Kaffirs only three.

Fetichism is the form their religious instincts take. To witchcraft all evils and diseases are attributed. Two or three sorts of antelopes and insects are held sacred; the chief of these is said to be a caterpillar whom they adore for success in the chase. They roughly embalm their dead, and lay them on their side in the grave: "death is only a sleep" they say; sometimes a pile of stones is raised to mark the spot.

Amongst all these races, Kaffirs, Hottentots, and Bushmen, missionaries, both German and English, have now been labouring for many years with the usual varying success and failure. Their labour is the work of faith, and in some individual cases that faith has been rewarded. But as far as the mass is concerned, there is a great gulf fixed between our ideas and theirs, their hopes and aspirations and ours. To the dim stirrings of their imperfectly developed intellects Europeans are and must remain in a great measure strangers. England and Englishmen can rule native races, can turn them into good customers, into orderly subjects, and into indifferent Christians—no better and no worse, perhaps, than the majority of white men; but neither they nor their religion can ever hope to gain their entire sympathies or affections, as peoples whom we consider inferior, and religions which we consider false (Arab and Mohammedan, for instance), have been able to do. The most strange fact, though the most certain in nature, is the unequal development of the human race. If we look at the early ages of mankind, we see by what painful steps and slow toil the higher races have developed and emerged into civilisation; and if there is one thing more than another to which the grand law of

continuity will apply, it is to human progress. There are certain stages through which society must pass in its onward march from barbarism to civilisation: the superior race may perhaps do something to accelerate the passage of the inferior through such stages, though their ability to do even this has been greatly exaggerated by the benevolent wish and hopes of a few; but we have every reason to believe that it is not possible for humanity to leap over these transition epochs and pass at once from pure savagery to free civilisation. Nevertheless, the duty of the Englishman is clear: by dealing justly with all these natives, by giving them fair play and protection, and, above all, patient consideration, we shall, in good time, do something—be it much or little—towards elevating them.]

Lord Charles Scott, and also Captain Stephenson and Captain Durrant, joined us in the Library and afterwards came to Government House to lunch. In the afternoon Sir Hercules Robinson drove us to Oude Molen to see Ketchwayo, the Zulu King, at the farm where he is now kept, a few miles outside Cape Town. He weighs 18 stone and is nearly six feet tall, large boned, but heavy in the haunches, with enormous thighs and legs. In European dress he does not look well, but he gave us his photograph in his native costume, which is almost nothing at all, and we also gave him ours. He told us through the interpreter how he longed to be set free and to return to his own land: and how he had hopes that this would now be permitted. He spoke quickly and with much emphasis and dignity, waving his right hand and resting his left on a long staff as tall as himself. He seems a blood-thirsty old chap and said that "he wanted to wash his spears in the blood of the Boers of the Transvaal, who were always encroaching on him. The English restrained him and told him if he attacked the Boers he would be attacking them. He then made up his mind to attack them directly. Then came Sir Garnet Wolseley and broke up his kingdom." "Now," says Ketchwayo, "let me go, and I will walk through the Boers, who, you see, after all, are your enemies and not friends as you supposed. You delivered them from Sikukuni[1] too: and you baulked him of his vengeance upon

[1] Sikukuni was a chief of the Bapedi clan of the Betschuanas, who had settled in the country to the north-east of the Transvaal territory 200 years ago. In the early part of this century the Swazi Kaffirs drove out the Bapedi, but eventually Sikukuni's father reoccupied the country and conquered the Swazi. This occurred before the Dutch arrived in the Transvaal district. The chief of the Swazi made over to the Boers his nominal right to the land (then held by the Bapedi), a district about equal in size to all England south of the Thames and Severn, for 100 head of cattle. (By Kaffir law no chief can alienate land belonging to his tribe.) In 1854 the Transvaal

them. He and I would have made an end of them long since, had you not held us back; let me go and I will do it now."[1]

Government tried also to purchase the right of his rival, Sikukuni's father, to the Bapedi territory, but without success: and down to 1868 it appears not to have belonged to the Transvaal; in 1875 it was certainly claimed by that State. The immediate cause, however, of the war between Sikukuni and the Boers was this. Johannes, an under-chief of the Bapedi clan, became a Christian and settled in the Transvaal, but afterwards returned to Sikukuni. The Dutch claimed him as a fugitive and declared war, and the Swazi joined them against their old enemies. They conquered and killed Johannes; but those who attacked Sikukuni's stronghold were repulsed by that chief, and retired to Pretoria. Meanwhile he had entered into alliance with Ketchwayo. The British annexed the Transvaal in 1878, but Sikukuni stated that he would not brook the interference of any white men with his affairs. In November, 1879, Sir Garnet Wolseley, after Ketchwayo's defeat, proceeded against Sikukuni and required him to acknowledge the Queen's supremacy and to pay 2,500 head of cattle as fine, since the British Government had taken over bodily all territories claimed by the Transvaal. Sir Garnet wrote: "I do not desire to enter upon any question of the original justice of the quarrel with Sikukuni. Unfortunately that quarrel came to us as a heavy heritage we could not refuse from the Government of the South African Republic. Such differences where savages are concerned cannot be settled by any civilised method of adjustment. According to native ideas a difficulty can only end in one simple way, by the confirmation of the ascendency of the stronger and the subjection of the weaker." Sikukuni wished to come to terms with the British, but his under-chiefs dissuaded him. Sir Garnet moved 16 companies of infantry (of the 21st and 94th Regiments), 450 mounted volunteers, 4 guns and 1,000 Swazi against Sikukuni's kraal and stronghold. After taking it, he set up the authority of the under-chiefs under a British magistrate. The most prominent of these under-chiefs was Mampoer. In 1882 the British Government, changing its policy, restored Sikukuni. But he was unable to rally his old followers, having, according to Kaffir ideas, lost his dignity by having been taken prisoner. Mampoer killed him. The Dutch, to whom the Transvaal had now reverted, demanded Mampoer. He fled to Mapoch, another chief of the Betschuanas, who was at war with the Boers, in that he refused to acknowledge their supremacy, though he had paid taxes to the English, and wished to take their side in the Transvaal war. In 1883 Mapoch's stronghold was blown up with dynamite, Mampoer captured by the Boers and hanged, and Mapoch imprisoned for life, and his tribe "indentured" for five years.

[1] In the later years of King Panda, Zululand was distracted by the rival ambitions of his sons. In 1861, Sir Theophilus Shepstone, Secretary for Native Affairs in Natal, was sent by the Government of that Colony on a mission to induce the Zulus to recognise some one of the sons as heir to the throne. Ketchwayo was chosen by the nation, Panda, and the Natal Government, and acted as regent for his father till the latter died in 1873. Then, at his request, Sir Theophilus went to Ulundi and crowned Ketchwayo in the presence of the Zulu clans. During the first years of his reign he was friendly with Natal, but after the annexation by England of the Transvaal a material change in the relations of the two Powers took place. Ketchwayo had had a boundary dispute with the Transvaal dating from 1861; after the annexation, his enmity was naturally transferred to its successors. The question was referred to the arbitration of three commissioners, by Ketchwayo and the Queen's Government: the final award being reserved to Sir B. Frere as High Commissioner. In September, 1878, Sir Bartle Frere arrived in Natal and took up the consideration of the boundary question and our general relations with Zululand. On 11th December he gave his award and "ultimatum." The Zulus were to obtain the political sovereignty of the disputed territory, but all farmers who had acquired lands therein, since 1861, were to retain them; certain refugees in Zululand who had raided over the British border were to be given up; and a fine of 500 cattle was to be paid for not having surrendered them before when demanded by the Natal Government; besides this it was demanded that Ketchwayo should receive a British Resident (without whose consent he was never to go to war), allow missionaries to live securely in his country, abolish the whole of his military system and the laws restricting marriage. Twenty days were given for reply; but, none being forthcoming, Lord Chelmsford advanced into Zululand in three columns between the 11th and 14th of January, 1879. On 22nd January, two

He says that if he went back to his own people, nothing would induce him ever again to disobey the commands of his mother, the Queen of England. To him, as to all the natives here, "the Queen" represents an ideal English power, far off in the distance, but whose real behests, when once clearly understood and plainly given (it is said) they would no more think of disobeying or calling in question, than civilised nations would disregard those of Heaven or of the Almighty. All natives, the Basutos, Zulus, Betschuanas, invariably profess their desire to come under "the Queen," in preference to the Cape colonial authority; doubtless of course in some measure because the colonial is the only one that really pinches, or is felt to be disagreeably near. We went into a little room, bare of all furniture, and there saw his four wives, weighing each between sixteen and seventeen stone; they were happily

engagements were fought. In the first, at Isandhlwana, 18,000 Zulus attacked the camp of the first column, which was defended by one half of the force, the rest having gone on with the General to the next camping ground. The British camp, transport, and all the ammunition and artillery were taken, and about 1,000 English were slain, less than forty escaping over the Buffalo River. On the same night the Zulus crossed the Buffalo and attacked the commissariat and hospital at Rorke's Drift, held by one company of the 24th under Major Chard, R.E., who heroically defended it. The second column meanwhile, under Colonel Pearson, defeated the Zulus, and occupied Ekowe, where they entrenched themselves. The first column had to fall back into Natal and evacuate Zululand. The third column was under the command of Sir Evelyn Wood. On the 12th March, a company of the 80th Regiment were surprised at the Intombi River and all killed; and on the 20th March, the cavalry and natives of Wood's column suffered a grievous loss at the Zloblane mountain: but on the following day the whole Zulu army of 24,000 men attacked the British at Kambula and were defeated. On the 3rd April, Lord Chelmsford having received reinforcements from England, relieved Colonel Pearson at Ekowe, and on the 4th July the battle of Ulundi was fought, and the military power of the Zulu kingdom was finally broken to pieces. On the 28th August Ketchwayo, who had fled to the bush, was taken prisoner through the treachery of one of his chiefs. On the 1st September, Sir Garnet Wolseley, who had arrived as High Commissioner, assembled the clan chiefs at Ulundi, and stated that "the dynasty of Chaka was for ever deposed." The country was divided into thirteen districts, each under an independent chief, holding office by the direct gift of the Queen of England; a British Resident was appointed for Zululand, to whose arbitration they were to refer their quarrels, and the importation of all arms was prohibited. And so ended a war which Mr. Gladstone stigmatised as "most monstrously unjust." On the 15th September, Ketchwayo arrived at Cape Town under escort and was confined in the castle. "I am no longer a king," he told the Cape Ministers when they came to see him, "but the English I find are a great people, they do not kill those who have fought with them. I hope the great Queen will pardon me and allow me to return to my country, and give me a place to build myself a kraal where I may live. I am sorry I did not follow the advice of my father Panda on his death-bed: he told me to live at peace with the English and never make war with them." In the summer of 1882 he was brought to England. On the 25th August he landed again at Cape Town, just three years after his former landing, but this time "dressed in a fashionably cut double-breasted frock coat, wearing a Lincoln and Bennett of the severest gloss, and bearing in his hand a silver-tipped walking cane, given him by the Prince of Wales." At the beginning of the year 1883 he was recrowned at Ulundi by Sir Theophilus Shepstone: but his power was gone, discord and civil war ensued among the chiefs, and in less than a twelvemonth Ketchwayo was slain.

squatting on the ground, wrapt in Scotch plaids. Even thus there was a certain dignity about them, and one in particular had a very intelligent face. A Zulu servant of the King was brewing Kaffir beer—which is a sort of mash made in a copper from meal: the grain, maize or millet, is wrapped in a mat and left to sprout; it is then ground into meal and having been boiled is placed in a large pot to ferment. On the top of the man's head was pointed out to us the peculiar black indiarubber-looking ring. The right to wear this is given to the Zulus by their chiefs when they are of proper age to be married. The rings are made of a sort of fungus that grows on trees; and are of the size and look of an ebony walking-stick. Fibre and string are used to render them firm; these are woven and twisted in with the hair on the man's head and well greased with bullock's fat: there the ring remains for the rest of their lives, and the hair inside and outside the ring is shaved off. The house is completely unfurnished, and the bare boards of every room are left uncovered, as this is the state in which they prefer to live. In the hall over the door there is a framed engraving of the Queen. The Government gave 4,000*l.* to purchase this house and the small farm around it, on which there are a few cattle for Ketchwayo to amuse himself by looking after. He eats an enormous quantity of meat each day, and as he suffers from rheumatism through want of exercise, his quota of rum has been doubled. A little further on live the other two ex-kings of the Kaffirs, Langalibalale ("the Burning Sun"), and Kreli, the clan chief of the Galekas. The latter was one of the leaders in the Kaffir war of 1850-53, and again invaded the colony in 1877, since which time he also has been confined in the same honourable captivity: 530*l.* annually are paid to support the former chief and his two wives. Langalibalale, when first brought from Natal in 1873, was confined on Robben Island but transferred here in 1875, and promised that if he behaved well he might be sent back to Natal. He is now old and broken down. Then we drove back to town. Colonel Buller arrived from England to-day on his way out to the front, and dined at Government House. There was a cricket-match to-day at Wynberg: Squadron *versus* the Western Province Club. The *Bacchante* furnished six out of the eleven for the Squadron. The Squadron scored seventy-two runs in the first innings and fifty-two in the second. Western Province made seventy-five in the first innings, fifty-three in the second, and five wickets to fall: so we were well beaten. Every evening after dinner we can hear the

news-boys with their rival ox-horns parading the streets, and shouting out the latest telegrams from the seat of war. One enterprising editor, when he has received any special intelligence, sounds a great bell at his office to gather purchasers.

Feb. 27th.—We went to St. George's Cathedral with Sir Hercules Robinson to morning service. A south-easter began to blow at midnight, and Table Mountain in the morning was covered with cloud. It lulled towards midday. At about 6 P.M. Sir Hercules received a telegram announcing the defeat of the British by the Dutch at Laing's Nek, and the death of Sir George Colley and many British soldiers that morning on Majuba Hill.

"'How are the mighty fallen!'
Tell it not in Gath,
Publish it not in the streets of Ashkelon,
Lest the daughters of the Philistines rejoice,
Lest the daughters of the uncircumcised triumph.
Ye heights of Majuba,
May no dew nor rain light upon you
Nor your fields of increase;
For there the shield of the mighty was vilely cast away.

* * *

How are the mighty fallen in the midst of the battle!
Slain upon thy heights:—
How are the mighty fallen,
And the weapons of war perished!"

Feb. 28th.—Though feeling little inclined for any excursion, yet in order not to disappoint those who had kindly made arrangements for us, we left by special train at 8 A.M. with Mr. Southey, Prince Louis of Battenberg, Lord Charles Scott, Evan-Thomas, the doctor, and Mr. Newton, for Durban Road, where we arrived about twenty minutes after starting, and found Mr. Frank Duminy waiting with Cape carts for us. These are light carts on two wheels, drawn by two little horses with the pole between them, curricle fashion, and covered with a hood to shield off the sun; there are two seats inside, on each of which two persons can sit; the hinder seat is sometimes reversible, so that its occupants can either sit English dog-cart fashion, or else looking forward in the same direction as those on the front seat. They are very comfortable for the country roads; plenty of air comes in at the sides, which are merely curtains that can be furled or let fall fore and aft, as occasion may arise to keep the dust or rain out. We drove up in these to his father's farm—a Dutch homestead, behind a grove of fine old trees, approached over a dell, down to which the ploughed fields sloped, with their fresh-turned brown earth. Here a hospitable breakfast was prepared

for us at 9 A.M., the old gentleman's four sons, as well as himself and his wife, doing the honours of the table. In the parlour were portraits of their ancestors, and of the old Huguenot admiral who, first of the family, settled at the Cape after the revocation of the Edict of Nantes. After breakfast we mounted the Cape carts again, and drove still further into Coburg county, to the farm of Mr. Oostersee, son-in-law of Mr. Duminy. There we all mounted ponies, and rifle in hand, rode over the hill-side, now bare of crops but here and there covered with copses and other growth, in search of bok; the ponies are trained to pull up sharp and stand steady, while aim is taken by the rider. But it was too late in the day for us to see much game; the best time, of course, is the early morning. It was very hot riding in the sun, too hot for the bok to lie, and we only sighted about a dozen altogether. It was astonishing to see one or two shots made by "Uncle" Duminy, who appeared in scarlet, and looked just like an old English hunting squire. They all begin to shoot thus when quite children. We got some shots at partridges and rabbits, and after enjoying some huge water-melons at Mr. Oostersee's, which were as refreshing as anything we ever tasted, we rode back to the other farm by 5 P.M., where a regular dinner was spread. No one could have spoken more feelingly of the terrible news we had received the day before, than did our excellent and worthy hosts. We drove back to Durban Road, and returned by special train to Cape Town, arriving there at 8 P.M.

March 1st.—Mail day, every one writing all the morning. In the afternoon we all went to a garden party, given by Mr. Alexander Van der Byl, at Wynberg. Driving there by Rondebosch, the lanes were just like those in England, the same trees and hedges. The house is prettily situated under the cliff of Table Mountain, and from the terrace in front there is a fine view away over the woods to the Hottentot hills beyond. There were many officers there from the squadron, and several of these joined in games of lawn-tennis and archery, which were arranged in a large paddock, at the end of a shady walk through the flower-garden and shrubbery. We drove afterwards to the "Vineyard," the Governor's country house, where there are very extensive gardens, in which we wandered about and picked any amount of flowers and fruit, and so back to town. Colonel Montgomery, of the Scots Guards, dined at Government House.

March 2nd.—Prince Louis left early to return to the *Inconstant*

at Simon's Bay. After breakfast Mr. Southey and Mr. Laing (Minister of Public Works) took us by special train out to Mulder's Vley (or temporary shallow lake) to visit an ostrich farm. The run, about forty miles out, was through a prettier country than any we have yet seen here, though it was very hot, as this is the Cape midsummer, and is equivalent to August in England. John Scott joined us from the ship. We saw a flock of between two and three hundred ostriches which are tended by boys with pronged and forked sticks; by presenting the stick at the ostrich and catching his neck in the fork a boy can hold at bay and manage even the most savage old cock. Curiously, they never raise or lower their throat out of the prong; and they do not kick out behind. If the ostrich used the ordinary bird-weapon he would be an insignificant foe, for the long neck towering eight or nine feet in the air is as weak as it is flexible, and he can accomplish no dangerous "peck." His tremendous legs, however, more than serve him instead, being armed with two toes, whose horny tips "can cut and rip like cold chisels." With these the stronger birds have a vicious way of striking out in front, straightforward at their opponent, and inflict a terrible bruise and wound at the same moment. Horses have their flanks torn open or are knocked over by the blow, whilst men, spite of all precautions, frequently receive severe injuries. There are several ready ways, however, of avoiding the furious onslaught. The farmer throws himself flat, and then the ostrich merely dances on his body. But the best defence consists in the long forked pole, which entraps the bird's neck as he rushes forward, and then he can be held at arm's length until his adversary gains the fence. Though this, whether of stone or wire, is never raised higher than the breast of the ostrich, he justifies his ancient reputation for foolishness by not attempting to raise his long legs and step over. His magnificent-looking wings are utterly useless for the purpose of flying, but he makes a grand exhibition and agitation of them when angry. Except at the mating period, however, he is as harmless as the female bird, and can be readily driven in flocks. When the ostriches' eyes are covered they are quite quiet.

The birds begin to feather when eight months old, and their crop of feathers inproves in value with each season. At three years of age the young ostrich becomes bright red on his legs and beak, and this is a sign of puberty; they are then paired off in pens for breeding, and each pair will sit on seventeen eggs at a time. Each hen lays

about twenty eggs in August. The male bird takes the greater share in the duty of incubation, and is the more careful in regard to the eggs. If the female is very careless the male bird has to do double duty. He occasionally uses gentle persuasion in the form of vigorous kicks, in order to induce his more indolent mate to take a fair share of the common work. The female sits more usually in the day time, and the male during the night. We saw one female ostrich sitting on her eggs in one of the pens, and the old cock walking about keeping guard over her, very jealous and savage. The harvest of feathers is taken about every six or eight months off the tail and wings of the bird; they are nipt or cut, not plucked, as they come to maturity. The twelve precious feathers from each side are severed with a sharp knife an inch above the skin, and only a few are taken at a time in order to avoid all chance of injuring the wing by stump inflammation. The value of the feathers varies, of course, according to size; the best sell at from 30*l.* to 40*l.* sterling per pound in Cape Town market: these are the choicest white feathers taken from a number of birds. The white feathers off one full-grown male ostrich sometimes fetch as much as 12*l.* A pound weight contains about eighty feathers, and as ladies in Europe pay one or two guineas each for the best, some considerable profit must be made outside the expenses of bleaching and dyeing before they reach their ultimate purchasers. There are many variations in the texture and beauty of the male ostrich plume and that of the female. Dusky grey and brown in colour are always less valuable. Connoisseurs also detect a distinction between the feather from a wild and one from a domesticated bird. The so-called "tame" feather is somewhat stiffer, has "galleries" in the quill, and will not retain dressing and curl so readily. Still, the demand for them increases, and even if the supply become quadrupled within the next few years, there seems no risk of their becoming a drug in the market. In 1869 there were eighty domesticated ostriches in Cape Colony; ten years later the census showed the enormous increase of 32,247, and though that rate of progress has scarcely continued under the disturbed conditions of more recent years, it has still been great. In proportion as the wild ostrich diminishes in numbers under the attacks of savage tribes, who, unthinkingly, destroy the eggs as well as the birds, the domesticated ostrich will become more valuable, and gradually come to represent the species as the original type of greater elegance and beauty fades away.

Ostrich-farming is now taken up in Algeria, South America, and Australia. The Cape, however, supplies three-fourths of the demand for feathers. Ten years ago the ostrich-feather industry in Cape Colony was practically unknown. Now the the value of the produce from domesticated birds exported to England is nearly a million sterling a year, and the capital embarked in the industry must be at least five times that sum. At present the enormous increase of the supply has not greatly affected the demand. Ostrich feathers are divided into twenty-two grades or qualities. Of these, four, including all the most valuable kinds, have fallen very considerably in value as compared with the quotations of ten years ago. Five of the inferior kinds are very decidedly higher in price, while the remainder are pretty much the same, owing to the superior manipulation and bleaching now applied to ordinary feathers.

The first essential for ostrich farming is sufficient roaming ground for the shy, cunning birds, and the next is strong, though not high, fencing. It is found that about 600 acres of favourable soil will keep eighty ostriches, but not more than fifty can be kept on the like extent of "hard karoo" or "sour grass," since this is deficient in alkalis. The birds dislike tree shade, and suffer far less than sheep or horses from the sharp and sudden variations of cold and heat peculiar to the climate. Under some conditions of veldt, or soil, they may be herded in large flocks, without shelter or artificial food; but more often they require a supply of bone-dust and a diet of mealies or Indian corn, maize, or barley. It is usual, also, to separate them into what may be called families, one male ostrich and two or three hens—at all events during the nesting season.

Herding ostriches is only with difficulty made to pay, as when the birds ought to be feeding hardest (that is in the early morning and evening), they are being driven to the feeding-grounds and back. Besides this the Hottentot boys go to sleep in the veldt, and have an awkward way of bringing the birds home several short in number. This entails days of hard riding for the farmer under a scorching sun to recover his property. If he accomplishes this he is lucky; but it is a remarkable fact that, although the birds may be lost in full plumage, when they are found again it is no uncommon thing to find them featherless, in many cases with all their feathers dragged out, and thus ruined for ever. When the feathers are pulled out, it is the work of the Hottentot or Kaffir; but sometimes the birds are found carefully clipped—there are such things as dishonest neighbours. Ostrich-farming does not

afford a good prospect to men of small capital. In addition to the capital for fencing and land, a considerable sum is required for the "stock." A male ostrich costs from 80*l.* to 100*l.*, and half-grown broods sell for 15*l.* each chick. Some of the best birds we saw are worth 150*l.* a pair; others, half grown, fetch only 10*l.* or 8*l.* The cost of wire-fencing is very great, as in many cases the poles have to be carted thirty or forty miles, and on the hard karoo the holes for poles have to be blasted, as there are only about two inches of soil over the solid rock in some places.

No small capitalist should attempt ostrich-farming. Two men with a couple of thousands each may make a fair thing of it, supposing they take a farm already fenced, but they will never amass large fortunes; should they have to fence, the capital required would be far more. The really good tracts of veldt suitable for ostrich-farming are appropriated and belong to men who have no intention of letting them. There is also a prejudice against new-comers, all the best farms are wanted for the sons of Dutch, German, or English already out there. It must be admitted, moreover, that the risks and losses from disease, destruction of eggs, and robbery by natives are important drawbacks; drought also annually kills thousands of ostriches. After two or three months' drought the country becomes perfectly black and dried up; and, although the farmer may keep his birds going for some time by artificial feeding, still the quantity of mealies, barley, &c., the birds consume, will, if he has anything like a large number, break any one but a wealthy man. And it has been satisfactorily proved that the birds, when confined to artificial food, lose condition, and their feathers, as a natural consequence, suffer. The mortality amongst ostriches is very great. By disease, accidents, broken legs, &c., the average loss is about 25 per cent. per annum. The ostrich's leg, although very formidable in kicking, is most easily broken. A small Kaffir boy can break an ostrich's leg with a stone the size of a pigeon's egg, and on one occasion three birds' legs were broken as they bolted, being frightened by a hare jumping up among them. A Kaffir or Hottentot costs 30*l.* a year in wages and keep. Probably in the future more will be done in ostrich-farming by companies than by private adventurers.

This house used to belong to an old Dutch bachelor, called Abbas Bey, and is beautifully clean and old-fashioned, with raised "stoep" or step-platform on three sides, and farmyard around, now all used for ostriches only; they are under the care of Mr. Brinck, with whom

we lunched. He very kindly let us take some feathers off the ostriches, and carry away some eggs from the nests.

We returned by train at 3.30 P.M., by a different route from that by which we had come out, going back *via* Paarl, with its six miles of vineyards, and Stellenbosch, a regular Dutch village where the houses are chiefly built of wood: it was destroyed by fire ten years ago, so that smoking in the streets is now forbidden.

Not so long ago it was the custom for all ministers of the Dutch Reformed Church to be educated in Holland, but now the Dutch have started a college of their own at Stellenbosch, where their pastors may be educated. There is probably no country where the clergy are more freely and more liberally supported. In nearly every district the Dutch clergyman will have an assured salary of three to five hundred pounds, a residence, extensive garden grounds, presents "in kind" (wine, cheese, butter, mealies, grapes and stock); and a standing bed and meal in every house in his district; for it is simply impossible to exaggerate the hospitality of the Dutch yeomen. They are equally liberal in providing for the education of their own children, for they have a shrewd notion of the value of reading, writing, and arithmetic.

From Stellenbosch we passed on to Cape Town through pretty scenery like that in some parts of Scotland. Railways in Cape Colony cost 7,000*l.* a mile to make—more than three times what they do in Buenos Aires. At one of the stations we saw a great number of Malays, who looked uncommonly cheery and bright, keeping some festival of their own. They are very fond of holiday-making and picnics, and a happier lot never lived. They work for money, not for its own sake, but for the pleasure it brings. On returning to Government House at 5.15 P.M. we had some games of lawn-tennis in the garden with Mr. Osborne and other officers from the ship.

March 3rd.—At 10.30 A.M. a deputation from the Mohammedan Malays, consisting of their priests and holy men, in beautiful long silk robes and turbans, very picturesque and polite, came to Government House and read an Address. There are a great many of these Malays here, the descendants of the Dutch slaves imported from their East Indian Empire. They carry on a great part of the manual labour of the colony, and are a most useful and well-behaved body of men; the principal part of them are bricklayers, plasterers, carpenters, and tailors. Nearly all the coachmen and washerwomen in Cape Town are Malays, and so are

all the fishermen. They have more than one mosque here. After they had left, came the mayor and municipality of Cape Town and read another Address, and Eddy read a reply to them also.

At 11 A.M. we walked with Mr. Newton to the South African College at the end of the avenue. This is the chief school here, and English, Dutch, and German boys are all educated together. The boys were drawn up in the uniform of their cadet corps and went through some of their drills. Mr. Gill, the head-master, made a speech and then took us through the class-rooms. Wessels, the head boy, gave us an album with photographs of Cape Town; then we went outside in the courtyard and were photographed with the boys. In the afternoon we were to have gone off to the *Bacchante*, but, as there was a strong southerly gale blowing, stayed another day with Sir Hercules Robinson. We went for a walk in the town, but there were such clouds of dust all over the place that we took refuge in the garden and had some more lawn-tennis. Just outside the gardens and at the bottom of the avenue are the foundations for the New Parliament Houses; they are to cost 120,000*l*.

We have kept as quiet here as we could; there have been no balls and no entertainments of any sort, for neither the people nor ourselves are at all in the humour for such things.

March 4th.—Wind still blowing strong from the south-east, and everything smothered with the dust. Some of the officers, who came over from Simon's Bay and remained to lunch, said that there was not a breath of wind on that side of the mountain; which is odd, as that is apparently the side from which it is blowing here.

In the afternoon we rode with Mr. Laing and Mr. Newton, first to the docks and breakwater, which between them have cost nearly half a million. The latter is not yet completed, but is intended to run out so as to protect the anchorage in Table Bay from the north-westerly gales, which prevail and blow into Table Bay in the winter time (*i.e.* from May to October) just as the south-easterly gales do into Simon's Bay in the summer time (*i.e.* November to April). The consequence is that in the Western Provinces of Cape Colony the rain falls in the winter months, while in the Eastern Provinces the summer is the wet season, as each wind comes laden with moisture, the "black north-westers" from the Atlantic and the south-easters from the Indian Ocean. In former years the loss of life and property by shipwreck in Table Bay occasioned by this on-shore wind was distressingly frequent, but now is

comparatively unknown. Vessels can sail or steam either behind the breakwater or into one or other of the three commodious docks, which are completely sheltered from the gale. The breakwater is to be finished in 1886, but at present only 1,870 feet of it are built; this is about half the length it is intended to be. On to this we went and saw the waves and heavy swell breaking up on its western side, and had a good blow, free from dust.

The Duke of Edinburgh laid the foundation stone of the Alfred Graving Dock when here, as captain in the *Galatea*, 24th August, 1867; seven years before, when middy in the *Euryalus*, he had laid the first stone of the breakwater (the first public act of his life), at the very time when the Prince of Wales in Canada was inaugurating the Victoria Bridge at Montreal. The Alfred Dock is 400 feet long, ninety feet wide, with a depth of twenty-four feet at high water over the sill; it took three years to complete. There is a second dry dock, 500 feet long and sixty feet broad, that will take a vessel of twenty-seven feet draught (such as the *Bacchante* or even larger), and the only dry dock of this size in Africa. The *Boadicea* (our sister ship), 4,140 tons, lately re-fitted here. We saw also a third graving dock under construction; on this the men were busily working. (It was formally opened by Sir Hercules Robinson, October 20th, 1882, having cost 156,000*l.* to complete; the Union Steam Ship Company's R.M.S. *Athenian* cut the ribbon and took up her position in the basin. The water was pumped out in five hours. The dimensions of the dock are 539 feet at coping level, 500 feet at keel blocks, 90 feet wide at coping, 38 feet at bottom altars, and 68 feet at entrance. The depth of water over the sill of the entrance at low water is 21 feet, and at high water 26 feet at ordinary spring tides. In honour of the Governor the new basin was named the Robinson Dock.)

The railway begins at these docks and runs right to the Orange River, 570 miles away, and thence on to Kimberley, seventy miles beyond; and thus goods can be put on trucks alongside the vessels when unloaded and taken straight away for trade into the interior. The number of vessels docked at Cape Town in 1882 was 926, registering a million tons.

These works gave us almost more satisfaction than anything else we saw at the Cape, for here at least was shown some vigour and enterprise. The grey Paarl granite of which they are constructed will take a good polish, and several pieces, made into various weights, &c., were sent to us afterwards by the Company.

We then mounted and rode round the Lion's Head, stopping at Captain Massingham's farm on the way to see the artificial hatching of ostrich eggs. The "incubator" is a large wooden case, two yards long and about the same in height, fitted up with wooden drawers. Alongside stands a hot-water boiler from which the hot water is conducted into a small reservoir at the top of each drawer. In these the eggs lie in rows on perforated zinc, and are kept at an even temperature of 103° Fahrenheit. At the bottom of each drawer there is another small pan of cold water, to evaporate and keep the air moist. We saw some young ostriches that had just been hatched, something like little hedgehogs; they had a queer, motherless look about them, as they squatted helplessly on the sand, after having come into the world by such a strange machine-like fashion. They don't peck up anything for three days, and then begin by eating stones; this seems to give them an appetite for better food. Ostriches require to be very carefully dieted when kept in confinement, otherwise they lose their health and their plumage, and do not lay eggs. It is the opinion of many old ostrich-farmers that the enormous mortality among ostriches of late years is owing in a great measure to artificial incubation.

Some of the older birds were penned in the field below; their tails and wings had just been cropped and harvested.

We found it very windy and dusty riding round the Kloof; in some places, where the road is excavated on the cliff-side, the wind was so strong that it seemed as if we and the horses, from which we had dismounted in order to lead them, would be blown away; and a hail-storm of dust and small stones peppered us for ten minutes or so as we passed the more exposed parts. We gathered some of the long, thin, tapering leaves off the silver trees at one place. They are six or seven inches long, and of a grey silvery colour, covered with silky fluff and about an inch broad. You can paint views on them and patterns, and they make capital book-markers. There are many woods of these silver trees near Cape Town. They have the look of willows in England with their leaves blown up by the wind.

In the evening the captain took us to dine with Mr. Gill, the Astronomer Royal, at the Observatory. We went first to the equatorial and saw Venus, Saturn, and also the moon, through it; but the planets were nearly setting and were too low on the horizon—more especially as the air was in rather a disturbed state, the wind being still very high—for us to see them well defined.

After dinner we went into the grounds again and had a beautiful sight of several nebulæ and double stars of the southern hemisphere, of Eta Argus and Alpha Centauri; we saw also the transit instrument. It was very late when we drove back to town.

March 5th.—There was a cricket-match this morning at Wynberg between the *Bacchante* and the Diocesan College, in which we were well beaten: *Bacchante*, first innings 76; Diocesans, first innings 116, second 105. At 3 P.M. we said good-bye to Sir Hercules and Lady Robinson, who have been most kind to us during our stay here,

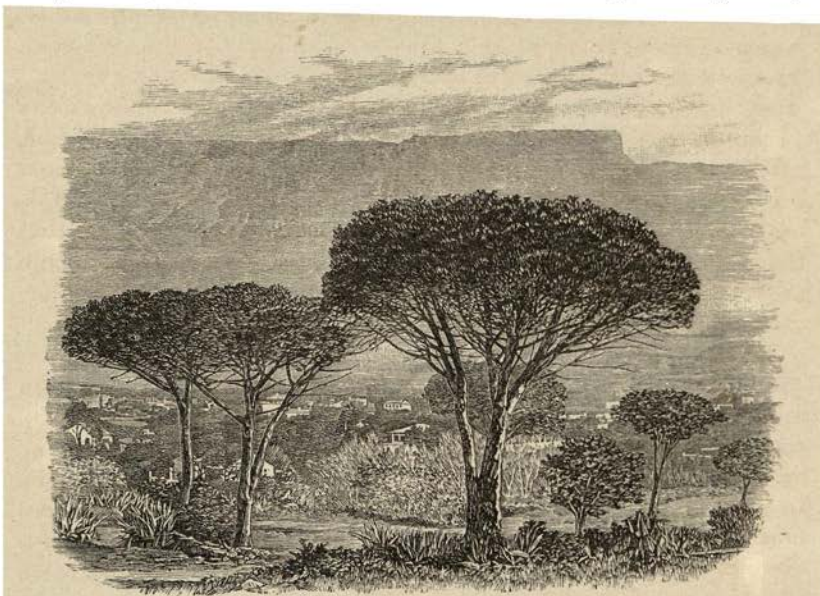


TABLE MOUNTAIN FROM THE KLOOF ROAD.

and have had most of the gun-room up to the House for a day or two each. We then walked down through clouds of dust to the landing-place, at the end of Adderley Street, where we went off in the steam pinnace to the *Bacchante:* Currey has had a rough time of it all this week, going backwards and forwards as midshipman in charge of her, with the picquet for liberty men, as forty-eight hours' general leave has been given from all the ships of the squadron and most of the men have come over holiday-making from Simon's Bay to Cape Town. The gale had been blowing

nearly all day, but in the evening freshened up and continued to blow between seven and eight all night.

March 6th.—Southerly gale was still blowing, but the Bishop (W. W. Jones) of Cape Town came off and preached at the morning service on the main deck, on the "steadfast performance of duty regardless of consequences." He stayed to lunch, and then we put him ashore in the afternoon in the steam pinnace to the dockyard: it was roughish and he got somewhat of a wetting.

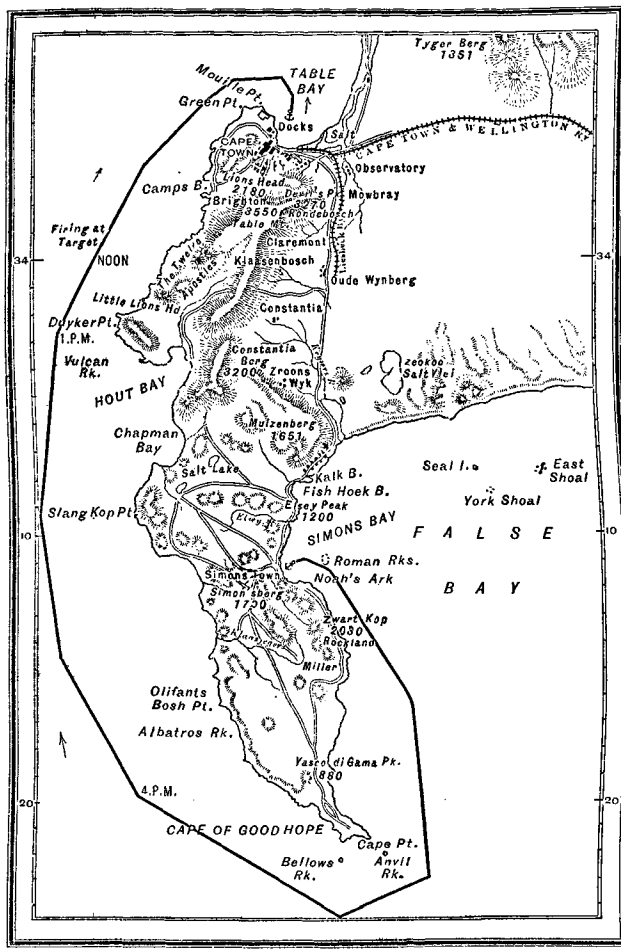
Cape Town looks better from where we are lying at anchor in Table Bay than from any point ashore. The grey, gaunt wall of the Table Mountain, with its long flat summit, backs the whole; away to the right rises the more cone-like hill of the Lion's Face. Here we are out of the way both of the smells and the clouds of dust that are borne all over the town and are such a nuisance ashore.

March 7th.—Although the breeze was still pretty fresh, at 1 P.M., after morning school, Mr. and Mrs. Southey, and Mr. Duminy and his sons, with a few other friends, came off to lunch. Afterwards we fired a torpedo and a hand-charge from the steam pinnace, and they went all over the ship, being especially pleased with the engine-room. As the breeze again freshened in the evening they got rather wet going ashore.

March 8th.—Weighed at 8.30 A.M. and proceeded under steam out of Table Bay; there was a slight breeze from the south-east at the anchorage, but outside it was quite calm. We steamed close under the Lion's Face and then dropped a target overboard and fired at it. We had "expended quarter's ammunition" by 12.30. In proceeding round the Cape we found it a strong dead head-wind from the south-east with a bit of a sea running, and so came in for the consequent pitching. Sighted the squadron in Simon's Bay at 7.15 P.M. Moored at 8 P.M.

[Although the Cape station is the only one between St. Helena, 2,000 miles to the west, and Mauritius, 3,000 miles to the east, where British men-of-war can repair, coal and refit, it is absolutely undefended: there is not a single gun or a single fort either at Table Bay or at Simon's Bay. In time of war the docks at Cape Town could be knocked to pieces and the coal stored here be burned by a single hostile cruiser. A scheme has been prepared to raise a few earthworks and place some guns in position, but nothing has yet been done; it has been proposed further to place a fort on Robben Island, in the mouth of Table Bay, and to erect a series of batteries on Lion's Head, which towers above the docks and

TABLE BAY TO SIMON'S BAY.[1]



Date.	Distance under Steam.	Wind.	Temperature.			
			Sea.		Air.	
			Noon.	6 P.M.	Noon	6 P.M.
March	Miles.		°	°	°	°
8	57	S. to S. by E. 7·8·2	53	53	72	63

[1] This chart shows the relative positions of the naval station at Simon's Bay, and of Cape Town in Table Bay, and of the mountainous peninsula that divides them. Each degree measured vertically off the side of the chart is equal to sixty miles; and each of the smaller sections (marked here in tens) is equal to one mile.

anchorage of the breakwater, and the plunging fire from guns in such a position would be irresistible. If this plan were carried out, it would be necessary to concentrate all efforts on the northern side of the Table peninsula, and to build shops, factories, and naval stores there. It is true that in some respects Table Bay with its docks and breakwater would make a better naval station than Simon's Bay, situated at the other end of the Cape peninsula; for the latter is a small bay whose shores rise so rapidly into high downs that there is no room for a dry dock or even the necessary expansion of buildings. The anchorage too is exposed there to the prevailing south-easterly winds, which at some seasons of the year render the bay little better than an open roadstead; and at the same time on very many days the roughness of the water prevents all coaling. Under any conditions this operation has to be carried on there by lighters; whereas in the docks at Table Bay the largest men-of-war could lie alongside the wharves to coal. Simon's Bay, moreover, is commanded on all sides by hills, behind which are various small bays in which hostile forces might readily effect a landing. For the permanent defence of an arsenal in Simon's Bay these hills must be crowned with works, which would have to be adequately garrisoned. At present there is on the shores of the bay only a small establishment containing engineers' shops and "stores." There is, however, urgent need for the extension of this accommodation, if the place is to be maintained. Adjoining the naval establishment is a private slip capable of hauling up small vessels, and at a pinch gunboats of 400 tons. But this is the only attempt at a slip, and it belongs to a private firm. That is all there is to be advanced on behalf of Simon's Bay; except that it is six miles from the railway, and secluded and kept entirely for those connected with the navy. The first question to decide, then, is whether to defend both Table Bay and Simon's Bay, or only one of them; and, if one, then which? for if the Cape is to be retained, the defence of some place here as a naval station in time of war would seem to be a matter of concern. It is, however, as the accompanying chart will show, quite futile to talk of holding this peninsula as a Gibraltar, in case Great Britain gave up South Africa. Some people have proposed to draw a line twelve miles in length across from Table Bay to False Bay, and thus separate Table Mountain from the rest of South Africa, so that the Cape Town peninsula, and that only, should remain ours, while the whole of the rest of the country (without its capital) would be left entirely to shape

its own future and give us no more trouble. But the peninsula alone would be an exceedingly awkward place to defend landwards as well as seawards. Neither, again, as others have proposed, could Simon's Bay be disconnected from Cape Town and held by itself, while the capital was left in the hands of the independent colony, even if the Bay were an adequate position for a naval station, which it is not, unless supplemented by the resources of Cape Town.

Sixty miles to the north of Cape Town, however, lies Saldanha Bay, one of the finest natural harbours in the world, in an almost unpeopled district. Its length from north to south is fifteen miles, and the entrance is three miles broad; at all seasons and in all winds it affords a secure and excellent anchorage; and the only wonder is that, when the Dutch first came to the Cape, they did not found the capital there, instead of in the very exposed position under Table Mountain. It is possible that Great Britain might hold that bay, if the Cape voted itself independent. Saldanha Bay is the one harbour within a distance of several thousand miles where a naval arsenal could be made. It would be less easy to attack and far cheaper to defend than either Table Bay or Simon's Bay. But, nevertheless, at best the position would be invidious and insecure, and, just as much as either of the other two bays, would be constantly exposed to attack, if the territory which now belongs to the colony were in independent or foreign hands. The truth is that the Cape has lost and is losing much of its strategic value since the Suez Canal was opened. Some people still believe that it is dangerous to depend upon that route exclusively for the means of transit to India and the Eastern seas, and that it is indispensable for Great Britain, and essential to the security of her commerce with all the Australian Colonies, India and the Straits Settlements, to retain possession of the harbours at the Cape as coaling stations and places for refitting and provisioning ships. Yet every year the necessity is lessened. The Canadian Pacific Railway already gives Great Britain one alternative route by which to despatch her troops in case of need to the East: and the Panama Canal will in 1888 furnish another; it is plain, therefore, that, with these three alternative routes, if South Africa were for valid reasons (be they what they may) to pass into other than British hands—(say those of the Dutch, or Germans)—it would not really make such a vast difference to England as has sometimes been supposed, more especially since both or either of these Teutonic Powers should always be the allies or friends of England. An

active enemy in possession of Simon's Bay or Table Bay might intercept some small portion of the ocean traffic between Europe and the East, but not much; not nearly so large a proportion of the traffic as formerly when the English first took possession of the Cape on the then sole trade route to the East. Other things being equal, we had better keep it than part with it; but the retention of these two bays, at present totally undefended, is not any longer of sufficient importance to warp our judgments in considering the possibility of South African independence, much less to justify the English, who are a very small minority in the European population of these lands, in wishing to "assert their paramount supremacy," or in squandering millions in endless complications with the native tribes and clan chiefs of the interior.]

March 9th.—At 10.20 A.M. shifted berth closer in, as it was dark when we arrived last night. Admiral inspected *Cleopatra*. As the south-easterly gale freshened in the evening some of our officers, who had gone for a walk, could not get off, and the next morning communication with the shore was also difficult.

During the next ten days we had the usual drills and exercises, with alternate calms and strong gales from the south-east. The days were bright and cloudless and the nights were the same, with a moon nearly at its full. The sound of the wind rushing past the ship at anchor day after day and night after night is rather monotonous; but it is the tail of the south-east trade, and therefore we have no right to complain. We expected that some of the squadron at any rate would have been taken on to Natal for service; we could have landed at least 1,000 men on our first arrival, and, if ever they were wanted, they were wanted then; instead of which they have remained wearily waiting at Simon's Bay, growling that they are brought here on a bootless errand from South America. As for "demonstration," for us lying in this secluded bay, twenty-one miles from Cape Town, well out of sight of the Dutch, who have scarcely known of our existence, it is a very hollow, make-believe affair. However, regularity and quiet, every day school and work, with an occasional run ashore, has done no one any harm. We are patiently awaiting orders as to what is to be done next. We have been no use in any way here yet to anybody but the beef-contractor, whatever people in England may think.

One afternoon three senior and sedate members of the ward-room went away in the dingy, fishing by the Roman Rock, and as it came

on squally they got adrift and were in an awkward position, and a cutter had to be sent after them to tow them back. As she came alongside they sat bolt up in the stern sheets looking as dignified as they could, and made believe to have thoroughly enjoyed themselves.

AT SIMON'S BAY.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
March		°	°	°	°
9	S. to S.S.W. 6·8·2	58	58	71	67
10	S. to S.S.S. 7·9·7	56	57	69	67
11	S. by E. to S.S.E. 7·9	57	57	72	68
12	S. by E. to S.S.E. 7·9·3	57	57	68	68
13 S.	S.E. 7 to calm	56	56	72	72
14	S.S.E. 3·3·6	56	56	75	72
15	S.S.E. 4·7 calm	57	57	68	68
16	N.W. 2·6 calm	56	56	65	64
17	S.E. 1·6·4	57	57	64	64
18	S.E. 2·4	58	58	68	71
19	S.E. 3·5, N.E. 1	59	59	69	69
20 S.	Variable 1	58	58	72	62
21	Variable 1	57	57	65	61
22	N.W. 4·5, S.E. 1	58	58	66	67
23	S.E. 1·7·3	58	58	66	66
24	S.E. 1·4 calm	58	58	65	65
25	S.S.W. 2·3, S. and S.E. 6·4	58	58	69	70
26	S.E. 4·7·4, S.E. 3·4 calm	58	58	70	67
27 S.	S.S.E. 4·7	58	58	70	68
28	S.E. 5·6, N.W. 3·4	58	68	77	69
29	N.W. 2·3, S.W. 2·1	58	58	68	66
30	Variable 1·3	58	58	67	66
31	N.W. 3·5	59	58	68	64
April					
1	N.N.W. 3·4, variable	54	55	65	64
2	N.W. 3·4, S.W. and S.E. 3·4	55	55	64	60
3 S.	S.E. 2·4	56	57	61	61
4	S.S.E. 4·6	56	56	66	63
5	S.E. 5·7	55	56	67	63
6	S.S.E. 6·7	56	56	67	67
7	S.S.E. 7·2	57	56	65	63
8	S.S.E. 3·7	56	56	61	60
9	S.S.E. 7·4	56	46	62	62

March 17th.—In the dinner hour a photographer came on board and photographed the ship's company. There was a cricket-match between our bluejackets and those of the *Inconstant*, which the *Bacchantes* won by ten wickets. In the supper hour we had some very successful fishing off the glacis. Nearly every day lately

we have been running Whitehead torpedoes. Some of us have been away sailing this afternoon.

March 18th.—The Russian corvette *Vestnik*, which had arrived two days ago, hoisted the Russian flag half-mast high at 8 A.M. and topped her yards on end, on account of the assassination of the Emperor of Russia, the news of which had arrived by telegram on the 14th. By a curious coincidence it was here, August 15th, 1867, that the Duke of Edinburgh in the *Galatea* received the news of the murder of the Emperor Maximilian of Mexico. At that date, too, the colony was "in indifferent circumstances,"—a cattle plague, a disease among the sheep, the grape disease, and excessive speculation having more or less involved all classes in distress. In compliment the squadron, with colours at half mast, joined in the funeral salute. The Russian corvette fired a salute of thirty-one guns, beginning at 11 A.M., and each ship of the squadron in succession in order of seniority fired twenty-one minute-guns, as also did the *Flora* and *Tamar*. Before the firing our bands played the Dead March in Saul and at the conclusion the Russian hymn. Basset, our new midshipman, joined. He started from England to the Pacific, intending to join the *Bacchante* there, and had got as far as the West Indies when, hearing that the squadron had been ordered to the Cape, he returned again to England and started afresh.

March 19th.—Cricket-match at Wynberg, *Bacchante v. Tourmaline, Carysfort, Cleopatra*, the former winning by thirty-five runs. The corvettes in the first innings scored 74, and in the second 65; the *Bacchante* in the first innings scored 109. Eddy went over to see Mr. Southey, and afterwards rode on the grey horse which the Prince Imperial was trying to mount just before his death, June 1st, 1879; he is a strong, powerful, and very tall animal, and went very well. The uniform worn by the Prince Imperial was found afterwards, in November of the same year, in a kraal near Ulundi, the whole front of it having been pierced by assegais. The Zulu who actually inflicted the death-wound was afterwards killed at Ulundi. He also called on the Bishop of Cape Town at Wynberg. The total bag obtained during our two months' sojourn here was a single hare of the lop-eared species, which was shot to-day by one of our indefatigable shipmates, who had been out after him for many days on the hills above Simon's Bay.

March 23rd.—In the afternoon squadron regatta, pulling races. The Governor and suite came on board to see it, and lunched with the captain. The *Cleopatra's* boats won the majority of the races;

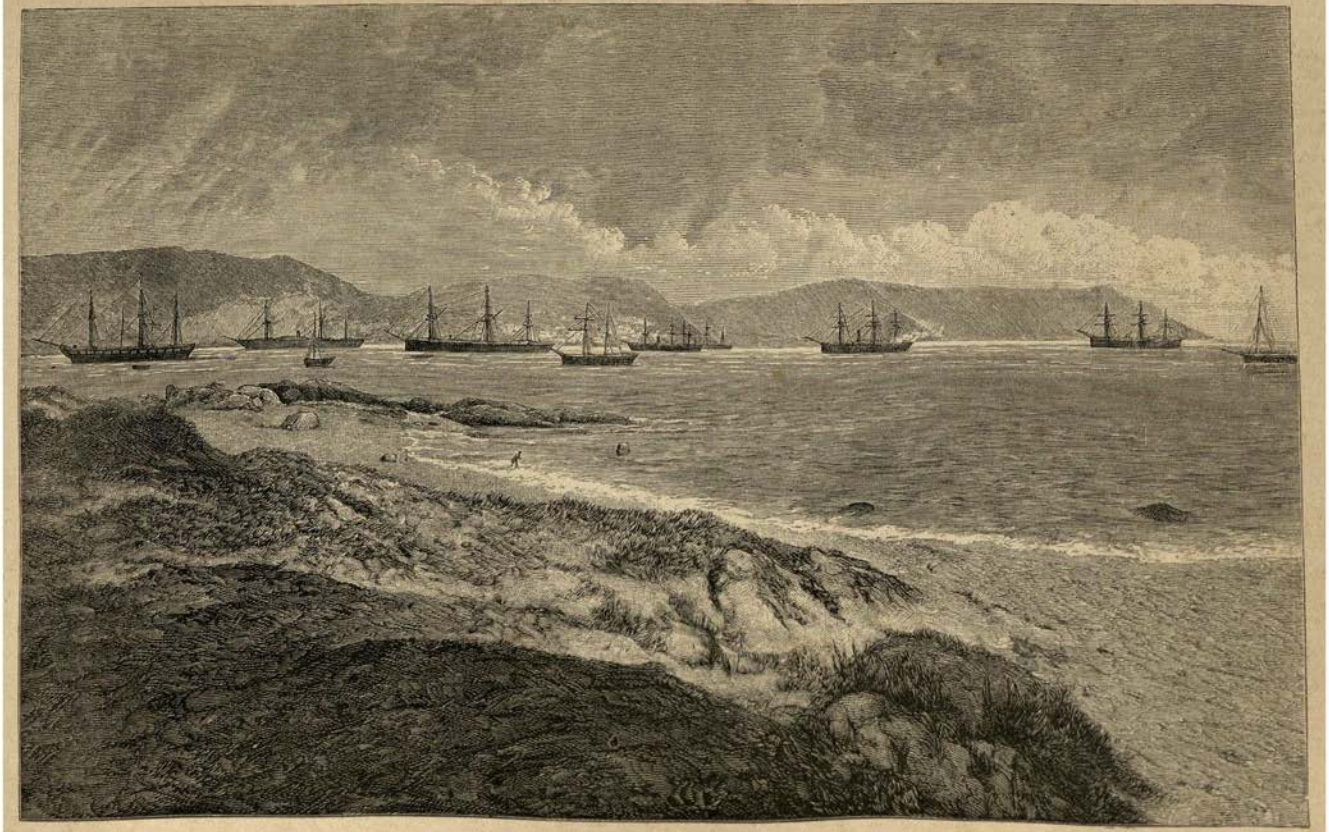
the *Bacchante's* won three, and the flagship's two. Our launch won the all-comers' race, and the officers' race was also won by a *Bacchante's* crew which George coxed; they were—bow, Evelyn Le Marchant; 2, A. M. Farquhar; 3, F. B. Henderson; 4, C. H. Moore; stroke, H. Roxby. The course was two and a-half miles; we started from the *Cleopatra*, pulled round Roman Rock, then under the *Bacchante's* stern, and finished at the flagship.

March 24th.—The sailing regatta began at 10.30 A.M. For the first six races the boats all started together, quite a swarm of them along the hawser. Our cutter, sailed by Christian, won the cutters' race easily; and our pinnace was winning in the pinnaces' race, but was fouled at the mark-boat. The course was eight miles with nearly three miles dead beat to windward. The boats started from *Cleopatra*, rounded a mark-boat four cables astern of her, beat up to Noah's Ark, passed it on the port hand, rounded the Roman Rock and Castor Beacon, then back to mark-boat, and round again, finishing off at flagship direct from Castor Rock. The flagship's launch won the all-comers' race. The *France*, transport, came in from England with troops for the Transvaal, but very likely they will not be landed now, for the war is over with the British defeat at Majuba. Mr. Blake gave a tea-party to the men of the squadron at the Temperance Rooms ashore, to which thirty-two of our ship's company went and much enjoyed themselves.

March 25th.—The race for the Admiral's cup for all-comers, any rig (boats handicapped), came off at 11 A.M. There were thirty-two entries, and the result was that the *Inconstant's* cutter, sailed by the flag-captain, came in first; the *Carysfort's* second; and the *Bacchante's* cutter, sailed by Mr. Farquhar, came in third. The race was over the same eight-mile course as yesterday. At 5 P.M. all the officers and coxswains of boats who had won any prizes went on board the flagship, where Mrs. Wright, the wife of the commander of the *Flora*, gave them away. I got a very nice little cup.

March 26th.—The Squadron played a return match against the Western Province Cricket Club, and won by thirty runs. Squadron, first innings 130; Western Province, first innings 100; second innings 49 and five wickets to fall. The Admiral made a semaphore: "Boer peace signed; Squadron to proceed to Singapore after the arrival of the next mail from England, expected on April 1st." Up to this period speculation had been rife as to whether we should be ordered home, or beat back against the westerlies round Cape Horn, and thus resume our original

Flora. Tamar. Inconstant. Tourmaline. Carysfort. Cleopatra. Bacchante.



THE SQUADRON AT SIMON'S BAY; MUISENBERG IN THE DISTANCE.

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cruise. Although this would have been a somewhat lengthy passage, it was held that it would be a capital seasoning for the officers and men of the Training Squadron; and it would have been a fine thing to have done that, which no one is recorded to have done before—sailed straight across from the Cape of Good Hope to the Horn, without first running up the "trades" to the Plate. If unsuccessful at first, the plan was suggested of steering south to latitude 60°, and trying to pick up a south or east wind south of the westerlies. It might have been rather cold, and we should have seen some icebergs and more fog, but it would have hardened us up a bit. Another speculation was that we might have sailed up with the south-east trade and crossed to Monte Video (as Sir Home Popham did) and picked up the lost thread of our cruise, and gone on from there to Valparaiso; then, omitting Vancouver altogether, made straight for the Sandwich Islands, and kept the dates as originally arranged from Honolulu. During the afternoon we went to play lawn tennis at Captain Wright's and had some very good games.

March 27th.—Strong south-easter blowing, and the sea getting up, but, as usual, with it a clear sky and bright sun. Admiral made signal to "prepare for sea on Saturday," in six days' time. Had Sunday services, as usual, on the main deck. In the afternoon many officers came on board from the *France*, and had a look over the ship.

March 28th.—Watched the sun rise this morning in a clear sky, but full of colour over the Hottentot hills. At 6 A.M. the *Tamar* went out to try her engines. She was to have taken Sir Hercules Robinson to Natal. The same drill to-day as on many days in succession: crossed royal yards, loosed sails, hauled out to a bowline. We went to school, the men to general quarters. My boat was down, so I had to take the officers on shore and letters on board the *Flora* and flagship. Then we manned and armed boats and got out stream anchor and cable in the launch. After evening quarters I read for two hours, then had tea.

March 29th.—General Roberts arrived to-day by mail eighteen days from England—the usual mail to England takes twenty-two days—to take command of the British force for restoring order in the Transvaal; but he returns by the next mail (April 1st) to England, as they have changed their minds since he left home on the 11th, and there is to be no more war; the peace was signed March 21st, while he was at sea. Most of the troops brought out

at great expense are to return without landing, and this squadron, brought half across the globe, is to be sent away also, for they have no use for it here. The mail also brought all our letters which had been down to the Falklands and home again from there to England in the mean time. The Russian sloop *Vestnik* sailed for Singapore, saluting Admiral's flag on leaving. General semaphore from *Inconstant*, "Departure of squadron for Singapore postponed for the present." So there has been another change of plans.

[It may not be amiss to insert here some account of the Transvaal complications considered from a purely historical point of view, and entirely without political bias, quoting only official papers. In 1875 the Dutch settlers in that region were hard pressed by the natives on all sides, by Sikukuni on the north-east, by Ketchwayo on the south, and by the Betschuanas on the west. Although in 1876 Khama, the ostensible over-lord of the Betschuana clans, after having been converted to Christianity by the London Missionary Society, desired to cede the protectorate of his territories to the British, and had learnt to say "There are three things that distress me very much: war, selling people, and rum"; yet this pressure of the Kaffir race on the Dutch settlers appeared (rightly or wrongly) to be a constant peril to the white race in Natal and in South Africa generally. The Government of the Transvaal seemed also at that time to be incapable of enforcing its laws or collecting its taxes; the salaries of its officials had been unpaid for months, the treasury was empty and the State bankrupt; the white inhabitants were split into factions. Burgers (a clergyman who had come out from Holland to the Cape Colony), the President since 1873, admitted that "the independence of the Transvaal could not be maintained unless the Volksraad would consent so to change the constitution as to confer upon the executive Government the necessary power to control the people." He convened the Volksraad, Feb. 13, 1877, and brought forward his proposed measures. The Volksraad would have none of them. Burgers then proclaimed a new constitution on his own responsibility. But this only added to the anarchy. On the 12th April, 1877, Sir Theophilus Shepstone formally re-annexed the Transvaal to British territory. The reason put forward for the revocation of the Sand River Convention, by which the British had guaranteed its independence, was that the external policy of the Republic as regards the natives had occasioned a dread of a general war from the Zambesi to the Cape between the white and black races. At first

it appeared as if the only serious dissatisfaction at the annexation was that felt by Ketchwayo and Sikukuni, who were thus baulked of their fancied prey by seeing the Transvaal taken under the protection of England. The majority of the Dutch themselves apparently acquiesced in the step, thinking the Transvaal would be either annexed to Cape Colony or have a legislative assembly of its own. When Kruger started for England to protest, he said frankly that "if he failed in his mission, he should become as faithful a subject under the new Government as he had been under the old." Other leading Dutch accepted office under the British, stating that "they considered the change inevitable, and that the cancelling of it would be calamitous." The deputation assured the British Minister in London that "they were determined to use their best endeavours on their return to induce their fellow countrymen to accept cheerfully the present state of things; and that they desired to serve Her Majesty faithfully in any capacity for which they might be judged eligible." No Volksraad was, however, convoked by the British, no constitution given to the Transvaal. The only excuse for this is that the British were occupied meanwhile in the Zulu war with Ketchwayo and with Sikukuni, and in subduing these external enemies of the Transvaal. In June 1878 Kruger and Joubert came as a second deputation to England, to ask for a retrocession of the territory, and threatened a general trek to regions further in the interior if refused. They were informed that as "the Transvaal had been relieved at a large cost to the Imperial Government from the difficulties into which it had fallen, the reasons which forbid a reversal of the steps thus taken are tenfold greater than those which dictated the act itself to those who had most reluctantly undertaken it." With a free self-government and local home-rule it was hoped the Transvaal would come into a confederation of South African States which the English Government were then trying to bring about. Colonel Lanyon succeeded Sir Theophilus Shepstone, March, 1879. The Dutch discontent increased, and Sir Bartle Frere went to Pretoria on April 12. The Boers asked for the restoration of the Sand River Convention, and stated that up to the present they had had no share in their own local government. Sir Bartle replied that the first was impossible, but that the second should be granted at once. His Zulu policy was, however, disapproved of by the Home Government while he was in Pretoria, and the Boers hoped his Transvaal policy would be also disavowed. But they were soon

undeceived; for Sir Garnet Wolseley was sent out from England with full military and civil command in the Transvaal, Natal, and Zululand, and in September 1879 came up to Pretoria. He twice announced that "as long as the sun shone the Transvaal would remain British territory"; and stated in his proclamation issued at Pretoria (which in two years had become three times as populous as it was before the annexation), in the name and on behalf of Her Majesty, that "this Transvaal territory shall continue to be *for ever* an integral portion of Her Majesty's dominions in South Africa"; and again "there is no Government, Whig or Tory, Liberal, Conservative, or Radical, who would dare under any circumstances to give back this country. To give back this country, what would it mean? To give it back to the danger of attack from hostile tribes on its frontier and to national bankruptcy. No taxes being paid, the same thing would recur again as existed before: anarchy and civil war within and every possible misery, the strangulation of trade, and the destruction of property. Under no circumstance whatever can Great Britain give back this country; facts are stubborn things, and it is an undoubted fact that the English will remain here." Shortly afterwards a constitution for the country was published in the *Transvaal Government Gazette*, and the Dutch were again urged to secure practical independence by becoming thus a self-ruling member of a South African Confederation.

Early in 1880 Joubert and Kruger went down to Cape Town. The Cape Parliament rejected all schemes for confederation, and an Address was sent home to England signed by several Cape politicians for annulling the Transvaal annexation. In March Sir Garnet Wolseley once more proclaimed before starting for England that the Queen's Sovereignty would never be withdrawn. Sir George Colley succeeded him as High Commissioner. In May, 1880, four Ministers of the new English Government one after the other, three in the Commons and one in the Lords, stated officially that "by the establishment of the Queen's supremacy they held themselves to have given a pledge to the large native population in the Transvaal, which was twenty times more numerous than the Boers. Deplorable as the state of things was in the Transvaal before 1877, the English Government could not, if it would, re-create in Boer hands even as strong a Government as that over which President Burgers presided. What the Boers disliked was not so much a foreign Government as a Government which attempted to exercise any authority at all or to levy any taxes. It was quite impossible to hand back

the country to the Boers; to do so would be to incite commotion and would not be just in itself. It must not be forgotten that the Transvaal was a country nearly as large as France, and it was a strong thing to assert that the will of even a considerable majority of the 34,000 Boers—for that was their number all told, men, women and children—should be final as to the future of so vast a territory. The annexation had been accepted and ratified by two Cabinets which were so diverse that they might be said to represent almost every element which exists in British political life; and whatever they might think of the original act of annexation they could not safely or wisely abandon the territory. We had at the cost of much blood and treasure restored peace, and the effect of our now reversing our policy would be to leave the province in a state of anarchy. Their judgment was that under no circumstances could we relinquish the Transvaal. Nothing could be more unfortunate than uncertainty in respect of such a matter." This official determination was telegraphed to the Cape, May 20th, 1880, and made known to Kruger and Joubert, with the hope again expressed that "liberty would be most easily and promptly conceded to the Transvaal as a member of a South African Confederation." Many of the Dutch in the Transvaal prepared to trek, and sold their farms to Englishmen, who had pressed into their territory. In December some Boers declined to pay taxes, and on the 13th the South African Republic was proclaimed, a resolution to fight for independence was carried, and a Triumvirate, Kruger, Joubert and Pretorius, was appointed. Of the seven isolated bands of English loyalists that were then invested by the Dutch, six held out to the end of the war, from December, 1880, to March 28th, 1881: (1) At Pretoria five companies of infantry (267 men) with 200 mounted volunteers and 450 other soldiers (1,000 troops in all) and about 4,000 citizens, mostly English, were besieged by the Dutch. On December 20th two companies and the head-quarters of the 94th Regiment coming from Lydenberg to Pretoria were cut to pieces at Bronker's Spruit by 500 Dutch. Of the 240 men composing the detachment 57 were killed, and 100 wounded. (2) At Potchefstroom were 213 loyalists, who surrendered to famine on 19th March, and on the 23rd left with honours of war. The truce for eight days made at Laing's Nek on the 6th March was heard of on the 9th March, but no provisions arrived. The best account of the defence is given by Colonel Winsloe in *Macmillan's Magazine*, April, 1883. (3) At Standerton were three

companies, with some loyal colonists, who were invested from 29th December to 28th March. An account of the defence was published by Major Montague in *Blackwood* for May, 1883. (4) At Lydenberg was a fort; (5) at Rustenberg were 60 volunteers in a fort; (6) at Marabastad a fort with 60 men, 30 white volunteers and 50 natives, and (7) at Wakkerstroom another. These all held out to the end, expecting to be relieved by the British forces that were known to be advancing from Natal. At this time there was not a single important native chief from the Vaal to the Limpopo who did not offer to help the English. Montsioa gathered a force of 3,000 men to go to the relief of Potchefstroom; Mankoroane sheltered and protected the English refugees; Mapoch actually took the field and a British official had to be sent to stop him. (All three have since lost their cattle, land, and people.) In two days if allowed every native would have been in arms, and by sheer weight of numbers would have overpowered the Boers. Tribes which were never agreed before were now united in loyalty to England; but they were ordered to be quiet; for it would have been as unnatural a thing to have employed them against the Dutch as it was to employ the Red Indians in North America against the American colonists when they were struggling to be free. However ready the white race may have been in South Africa for their own advantage to play off the divisions of one tribe against another, or the jealousies and claims of one clan chief against those of his rival, yet it would have been repugnant to all right feeling for whites to have employed blacks against whites.

On January 21st, 1881, the English Government "repudiate the annexation of the Transvaal, but will not abandon it," and a motion in the House of Commons "condemning the annexation of the Transvaal and deprecating the measures taken by the Government to enforce British supremacy over the people of that country," was defeated by a two-thirds majority. On January 27th, the Dutch with 4000 picked men invaded the British colony of Natal and occupied Laing's Nek. On the 26th, Sir George Colley with 1000 British troops arrived at Mount Prospect, four miles below the Nek, which he attacked on the 28th, but was repulsed. On the 7th of February he fought the battle of Ingogo, when the British suffered a second defeat, and retreated leaving their wounded and dead on the field. On the 16th of February a Royal Commission was promised by telegraph through Sir John Brand, President of the Orange Free State, by the English Government,

"anxious to avoid effusion of blood," if the Boers will cease from armed opposition: no reply to this was received at Laing's Nek till March 1st. Sir Evelyn Wood (with reinforcements 2,000 strong, two days' march in the rear) joined Sir George Colley, but was sent back by him to Maritzburg. On the night of the 26th February, three companies of the 58th Regiment, one of the 60th Rifles, three of the 92nd, and sixty-four men of the Naval Brigade from H.M.S. *Boadicea*, 600 men in all with Kaffirs, were moved up to the summit of Majuba, an isolated hill, which stands out from the huge wall of the Drakenberg like a tower, on the left or north side of Laing's Nek and rising 2,000 feet above it. The plateau at the top is 400 yards long by 300 broad, at the height of 6,000 feet above the sea, but only 3,000 feet, or about the height of Helvellyn, above the plain, which itself on the eastern or Natal side of the Drakenberg is about 3,000 feet above the sea. Two-thirds of Majuba Hill are steep slopes with low bush and rocks, the last third is a precipice to the top, up which the British climbed on their hands and knees. At dawn they were seen by the Boers from below, who put oxen to their waggons and prepared to retreat, expecting a flank attack to be made on the Nek by the rest of the English, while those on Majuba shelled them. Finding no attack was made, and seeing that the British on the top of Majuba had neither rockets nor mountain guns, and that they were out of rifle range, and therefore impotent to attack the *laager*, the Dutch determined to storm. They rushed at Majuba, while others in their rear fired over their heads as they advanced, and picked off the English as they showed themselves on the top of the hill. "A funk became established" among our men. The order to fix bayonets and charge down upon the advancing Boers was not executed. Weary and panic-stricken the English turned and fled. Sir George Colley at the first rush was shot through the head. (Curiously the Boer who shot him was the very same day just two years afterwards himself shot in a similar way by Mapock's Kaffirs). With a loud cry of fright and despair the English flung themselves over the edge of Majuba; the Boers poured on, and fired on them below, as they ran like game. The Boers had one man killed and five wounded; the English ninety-two killed, 134 wounded, and fifty-nine prisoners. "There have been cases when a defeat, invited by the mistakes of a British general, has been saved by the courage of his men. But it was not so at Majuba. The men made no effort to turn the fortunes of

the day. They commenced to run before the Boers reached the top of the hill. The reserves bolted almost before they had fired a shot. As regards the Boers, it is impossible not to admire their courage. They said afterwards that when they commenced the attack on the mountain, they never expected to storm it. It was a forlorn hope which Smid led up the slopes of Majuba, for our men had all the advantage of position. Let the Dutch have their due. It was a brave and valiant act to ascend the steep slopes of the Majuba Hill in the face of an enemy whose numbers were unknown to them, and who were armed with bayonets—weapons they did not possess. However opinions may differ about the merits of the war, no one can deny that on that day the Boers fought well and bravely." On the 5th March Sir Evelyn Wood, in command of the forces, telegraphed home that after fourteen days (*i.e.* on the 19th) he hoped to fight a successful action, and then to offer an amnesty to the Boers, when they had retired from British territory. Next day, on the 6th March, he signed an armistice with Joubert, in order that provisions might be sent to the beleagured English garrisons in the Transvaal. On the 21st March, under the shadow of Majuba, and on English ground, a preliminary peace was signed. The terms were, the restoration of the Republic; the British to have a veto on all legislation affecting the natives (of whom there were 800,000 in the Transvaal), and a Resident at Pretoria. On August 3rd, at Pretoria, "the Convention" was signed by Sir Hercules Robinson, Sir Evelyn Wood, and Sir Henry de Villiers (the chief justice of the Cape Colony), Her Majesty's commissioners for this purpose, and ratified by the Volksraad (after many objections) on 25th October.]

March 30th.—The *Bacchante* and *Carysfort* played an eleven of the garrison at Wynberg, and beat them by forty-nine runs. Captain Fitzgerald gave a cup to be sailed for by cutters and pinnaces with ordinary crews and midshipmen. There were about twelve entries; A. H. Christian sailed the *Bacchante's* first life-cutter and beat all the others easily; one of the *Carysfort's* cutters came in second, and another of her cutters came in third.

March 31st.—It is raining, and as the wind is from the north-west the hills over Simon's Town are all covered with dark clouds. In the afternoon there was a pulling race between our launch and the *Inconstant's* cutter, both double-banked; *Bacchante's* won by twenty-three seconds. There was a ball to-night given by some of the residents in Cape Town to the Admiral and officers of the squadron.

The Admiral did not go, neither did we, as that morning we had received by telegram intelligence of the death of the Queen Dowager of Denmark. Prince Louis of Battenberg did not go either on account of the death of the Emperor of Russia. Besides the tension which there is just now between the British and the Dutch in the Cape Colony, many families are also in mourning through the loss of husbands and brothers in the Basuto war, and the widows of other English officers who have recently fallen in the Transvaal are now residing here; so this little community is not in the humour for balls or gaieties. Every one is overwhelmed with trouble; and as the Basuto war is being carried on by the volunteers and militia of the Cape Colony single-handed, many of the chief promoters of such entertainments are away. This ball was given in the Exchange Buildings, which were very prettily decorated, and on one side a broad canvas alcove was erected in which many flowers and shrubs were placed. There was plenty of room for dancing, as the rooms were cool and not crowded. A special train ran up from Wynberg to Cape Town and back again after the ball was over, for the convenience of the officers of the squadron.

The next day we lunched at Rondebosch, with Mr. Servaas Van der Byl, who has a very pretty house there, filled with old Dutch china; some of it is very curious, having been taken out of the wreck of an East Indiaman that went ashore here. Some of this china now forms an encrusted mass, composed of many cups and saucers all adhering together. He has also several pieces of old Lowestoft china,—of which the Dutch used to get large quantities,—and a large glass drinking-horn. We saw also there some very curious old books of the early Dutch settlers about the Hottentots. On the hill behind the house, and in the wood, we saw the old Dutch burial-ground, as Rondebosch was one of the earliest settlements they made in the land. The tombs are oblong, constructed of brick and plaster, and arched over their whole length; and at either end there stands up a tablet of slate, the top of which has, however, by this time, in most instances, been broken off, so that the names of the old soldiers of the Dutch company that now lie beneath are no longer decipherable, being buried among the brown grass and dry moss. In the field by the house we saw an Arab stallion, by name Prince, that had been brought home in the *Serapis* from India by the Prince of Wales and afterwards sold to a purchaser out here.

April 6th.—A south-easter blowing all day, as it has been for

the whole of the last week. H.M.S. *Orontes* (Captain R. G. Kinahan) having landed the 99th Regiment, brought straight from Bermuda to Cape Town, came round here. That night, at 11.30 P.M., the signal was flashed from the flagship, which we were very glad to read, as we spelt it out letter by letter on the poop: "Squadron will sail —on Saturday—for M-e-l-b-o-u-r-n-e." Hurrah! the click-click of the flashing lanterns that have handed on to us through the darkness that message from England has sent new life into our veins.

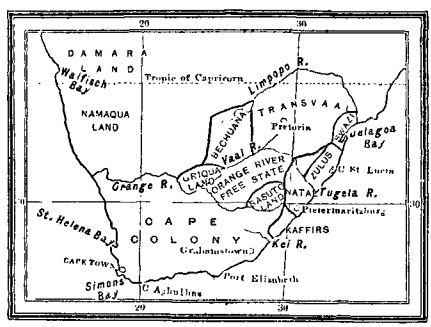
The next day the Admiral gave an afternoon party on board the *Inconstant*; and on the 8th the Squadron officers' football team played a match against the Western Province football club, and won.

On Friday we had hoped to have gone to Constantia, Wynberg, and Cape Town, to say farewell to the Governor and his family, but as the gale from the south-east was still blowing strong, it prevented all landing in the morning, so we were obliged to send messages instead. It lulled towards evening, so the captain asked Prince Louis of Battenberg and us both to dine with him, as it was the King of Denmark's birthday.

[South Africa is a quarter of the world where England has not been happy. The very name, *Spes Bona*, seems to contain more sarcasm than truth, and to be anything rather than *auspicium melioris ævi*. By a curious irony the result of Sir Home Popham's expedition, in 1806, was just the reverse of that for which we should have hoped. We retained the Cape Colony, which then seemed important strategically to Great Britain, but which has been a constant burden on our hands without commensurate profit either to ourselves or to its inhabitants, and lost South America, the development of which would have been easy and the retention of which by us would probably have been a blessing to all concerned. The secret of our breakdown is contained in the fact that South Africa is neither a colony nor a foreign dependency. It cannot develop like Australia, nor can it be governed like India. The mere fact of there being a foreign race of European extraction established on the soil, would have been no bar to its peaceful development as a colony under the British Crown, as has been shown in other instances, were it not for the presence of a large, ever-increasing and turbulent native element. As a colony South Africa does not advance, because there is no immigration; and there is no immigration partly because of the nature of the

country, and partly because of the other foreign European race who have already occupied it. The problem of governing South Africa to the advantage and satisfaction of the Dutch, the British, and the Natives, is perhaps more difficult of solution than any other which British statesmen have had to face. Mr. Gladstone once said, when Under Secretary of State for the Colonies, that after having carefully looked into South African difficulties, he had arrived at the conclusion that the case presented a problem of which he, for one, could not see the solution; and the difficulty has arisen from causes which do not seem to be even yet rightly apprehended by the English people.

Before attempting to unravel the entangled skein of South African affairs, it is first necessary to grasp the fact that there are three separate and wholly different constituent strands to be disengaged; and, if possible, woven afterwards in one firm and solid



structure. First (A) there are the two British colonies, each, however, differently constituted, of Cape Colony and Natal; the larger of these has responsible government, and the smaller is a Crown colony; but all the Queen's white subjects in South Africa are not equal in number to the population of Dublin and Perth, and of these the vast majority are Dutch and German. Secondly (B), there are two independent Dutch Republics, the Orange River Free State and the Transvaal—not British at all, but each with a strong national feeling of their own. Thirdly (C), besides the two millions of the coloured races who live within the two British and two Dutch settled districts, and increase and multiply with amazing rapidity—(unlike the coloured races in Australia, New Zealand, and North America, where they die away)—there is, altogether outside the limits of these four European colonies, a

Congeries of native tribes and states, some dependent, others semi-dependent, others again independent, the population of which is estimated at from five to seven millions, but whose relation to the British Crown, as represented by the High Commissioner, and to the two British Colonies and the two Dutch States, has been and is being constantly changed and modified.

(*A.*) *The two British Colonies.*

(I.) Cape Colony.—The Cape of Good Hope was rounded six hundred years before our era, by the Phœnicians who were sailing to Malabar and Arabia to win their trade for Carthage. Vasco da Gama in 1497 doubled what up to that time had been named Cabo Tormentoso, or Cape of Storms, but no European nation took possession before the English, who did so in 1620. In 1619 the English and Dutch Governments consulted together as to how the two nations might combine in the common work. The English, however, did not establish any settlement here, and it was the Dutch East India Company, who, in 1652, sent out the first colony of 100 persons, who landed on the present site of Cape Town. The place was held as a convenient house of call on the road to the Dutch possessions in the East Indies. But the rule of the Dutch East India Company, which was not that of Holland, but of a close trading corporation, was naturally distasteful to the burghers, or Dutch farmers, who objected to being ruled by a delegate sent out by Amsterdam merchants, whose one idea was to wring as much from them as possible. So, inspired by the spirit of national independence and liberty, they trekked away, ever further and further from the sea-board into the interior. In 1788 they had extended themselves as far eastwards as the great Fish River, 500 miles from Cape Town. In 1795, when the Netherlands were over-run by the French, the English secured the Cape for the Prince of Orange; and at the Peace of Amiens in 1803 it was restored to the Batavian Republic. In 1806 it was again secured by the British; and at the final treaty, in 1815, made over to them in perpetuity. Its importance to the Netherlands had declined in proportion to the decline of their East Indian Colonial Empire, and had increased to England as her Indian Empire increased. Cape Colony in 1815 extended only about one-third of the distance to the Orange River, which is now its northern boundary,—400 miles from Cape Town.

Since 1875 the area of Cape Colony is 199,950 square miles,

about equal to that of France, and more than half as large again as that of the whole of Great Britain and Ireland, the area of the United Kingdom being 121,607 square miles. The total population, white and native, scattered over this vast but mostly dry and sterile area, is under one million, or about that of the two cities of Liverpool and Manchester combined, or that of Philadelphia. Of this population of Cape Colony about one-third only are whites (Dutch, Germans, and English), that is less than the inhabitants of Dublin; and yet, though they are so few, they are more than twice as many as all the other whites in South Africa, in Natal, in the Orange Free State and in the Transvaal put together. The other two-thirds of the people of Cape Colony are coloured, and consist of 12,000 Malays, nearly 100,000 Hottentots, about the same number of Fingoes, another 100,000 mixed (Griquas and other half-breeds), and nearly 300,000 Kaffirs and Betschuanas. Notwithstanding its size, from its unsuitableness for great manufacturing industries, and in some regions even for agriculture, it seems probable that Cape Colony will never be much more densely inhabited. In Cape Colony there are two, or at the most three persons per square mile, in England there are more than 300.

In the whole of South Africa (including the two independent Republics) colonists of Dutch descent are put down at 330,000, and those of German, English or any other European descent at 162,000. In the Cape Colony (including Griqualand West) the number is 220,000 Dutch to 120,000 other Europeans, or in the proportion of rather less than two to one. It is, however, to their qualities rather than their numbers that the Dutch owe their political preponderance. In the first place they are the chief landholders, and whoever holds the land holds the balance of political power; and they have all the virtues as well as the defects of a community of land-holding yeomen. They recognise no superior, but they are willing to accept every one as an equal, provided he is white. The much abused Dutch Boer (or *bauer*, or yeoman) in the Cape Colony is exactly like an old-fashioned English farmer—a sober, temperate, God-fearing man; the double isolation arising out of the nature of his pursuits, and the want of a common language with the English whites, strengthens his prejudices and makes him suspicious of English ideas, which he associates with the smart tricks which he or his friends have on some occasions experienced from the pushing and commercial English. The best and richest land in Cape Colony is occupied by

these old yeomen; they own the best vineyards and the best sheep-farms, and the choicest spots belong to them. They seldom sell, and most scrupulously keep the land in their own families. Few Englishmen who have ever settled at the Cape as farmers, and been exposed to the same vicissitudes and temptations as their Dutch neighbours, have not imbibed a liking and respect for that rugged, obstinate race, even if they do not become, in their way of looking at colonial questions, even more Dutch than the Dutch themselves. An Englishman, who certainly in his writings is not over-prejudiced in their favour, says, "I have the pleasure of numbering many intelligent and educated Boers among my acquaintance, and I desire to put it on record that a good Boer is quite equal to a good Englishman. Nay, in one respect he is better, for he adds to the virtues of an Englishman an unbounded and generous hospitality, and a feeling of kinship and clannishness, which is wanting in his more cosmopolitan friend." Cape Colony is, therefore, just as Dutch in sentiment as either of the two Dutch Republics; the old Roman Dutch law is still the code of the colony and the language over the greater part of it is Dutch. The Dutch have occupied it for over 200 years, they subdued the Hottentots, they destroyed the wild beasts, they built farm-houses and towns, they planted trees and vineyards. Forests of oak and pine introduced from Holland still speak for their industry. Englishmen go to South Africa to make money and come back with it; to the Dutch settlers it is still a home—a home they love with all the sturdy tenacity of their race.

The revenue of Cape Colony is derived largely from customs, which have produced on an average lately about one million sterling a year. Nearly everything pays 15 per cent. *ad valorem*; iron goods 10 per cent. *ad valorem*. There is an export duty of 100*l*. on every ostrich exported, and 5*l*. on every ostrich egg that leaves the colony. The total revenue, in 1883, was 3,306,537*l*.; the expenditure was 3,686,288*l*.; in 1884 the revenue was 2,941,054*l*., and the expenditure 3,450,000*l*. (The deficit of 550,000*l*., existing in June, 1884, has been reduced to 28,000*l*. by June, 1885; the temporary loan of 1,000,000 sterling, taken from the standard bank of South Africa, in 1883, has been reduced, in 1885, to 400,000*l*.) For 1885 the estimated revenue is 3,530,000*l*., and the expenditure is 3,472,000*l*. The total debt of Cape Colony is nearly 21,000,000*l*., and involves an annual charge of 1,142,626*l*. for interest and sinking fund. (Of this debt over 700,000*l*. was floated at 6 per

cent., 5,000,000*l.* odd at 5 per cent., 10,000,000*l.* at 4½ per cent., and 5,000,000*l.* at 4 per cent. In 1885 a special Act was passed in the British Parliament to empower the Home Government to lend to the Colony, at 3 per cent. interest, 400,000*l.* to complete the eighty miles of railway from the Orange River to Kimberley, in Griqualand West.) A very large proportion of the debt of Cape Colony has been incurred for profitable expenditure on public works; on railways (of which, although up to 1873 there were only 63 miles open in Cape Colony, there are now 1,744 miles in all open for traffic in South Africa, about as many as in the one colony of Victoria in Australia) a sum of 14,000,000*l.* has been expended; on harbours, another 1,500,000*l.*; on telegraphs, bridges, and other public works, another 1,000,000*l.*; or a total of 16,500,000*l.* laid out within the last ten years on undertakings which cannot fail before long to be productive of important results. The Basuto and other native wars have cost the colony over 6,000,000*l.* within recent years. Three items in the annual expenditure of Cape Colony worthy of attention, are 200,000*l.* for the colonial army; another 100,000*l.* for border police, (an armed force, chiefly used in suppressing stock thefts); and 40,000*l.* for the government of native territories outside, but annexed to the Cape Colony, such as Transkei, &c. These three items constitute together 340,000*l.* or one-sixth of the total revenue, if we exclude the amount derived from railways. The two great sources of revenue are customs and railways, which each contribute nearly 1,000,000*l.* out of the total 3,000,000*l.* The Cape derives a very small amount of revenue from sale of Crown lands in comparison with the great Australian colonies. The total value of assessed property in the colony is only 34,000,000*l.*

The total value of the trade of Cape Colony (the returns of which include not only all that is consumed in the colony itself but also all that goes inward to or comes outward from, the Orange River Free State and the interior beyond) for the last five years is as follows:—

Year.	Imports.	Exports. Diamonds.		Exports. Various.		Total.
1879.	£7,080,229	£2,500,000	+	£3,664,735	=	£6,164,735
1880.	7,648,863	2,500,000	+	4,268,700	=	6,768,700
1881.	9,227,171	2,500,000	+	4,140,042	=	6,640,042
1882.	9,372,019	2.500,000	+	4,331,626	=	6,831,626
1883.	6,470,391	2,742,000	+	6,970,300	=	9,712,300
1884.	5,249,000			6,743,270		

The total trade value of exports and imports combined increased from 1879 till 1882, but in 1883 it met with a sudden and sharp decline, or a fall of nearly 20 per cent. Of the imports five-sixths are directly from, and of the exports three-fourths are directly to, Great Britain. A large proportion of the total exports to Great Britain is wool, of which forty-five million lbs. (under 3,000,000*l.* in value) were exported in 1883. Next come ostrich feathers, of which nearly one million pounds' worth were taken by Great Britain in 1883: that is to say, taking diamonds and ostrich feathers together, one-third of the produce exported from Cape Colony goes to the adornment of ladies. Of the imports, it is the old story; nearly all are cotton goods and haberdashery, and iron, wrought and unwrought; nearly a million sterling's worth of this last was imported by the Government last year for railways, &c. In 1880 Cape Colony bought eight times as much from Great Britain as from all other foreign countries put together.

It is, however, by looking back to the time preceding the discovery of the diamond fields that we are best able to measure the advance made in South African trade. In 1869 the value of imports was 1,968,191*l.* and of exports 2,267,255*l.* It would, therefore, seem that since the diamonds were discovered the trade has trebled itself. Fourteen years ago the exports from South Africa consisted almost entirely of wool and skins, while at present the largest part of the exports are such as have been entirely developed since 1870—diamonds, ostrich feathers and mohair: the total of these three exported in 1869 was 108,000*l.*, in 1879, 3,284,000*l.*, and in 1883, 3,944,000*l.* In a great measure ostrich-farming at the Cape has taken the place of sheep-farming, but the industry seems a far more precarious one, as the market depends in a great measure on the Highland regiments keeping their bonnets, and on fashion, which may change any day, whereas, as long as there is cold weather on the globe, there will be a demand for wool. But the fact is sheep-farming here will not pay; it is the old question of native labour. Kaffirs will not work, coolie labour is too expensive to import, and English labour cannot be had. Cape Colony, too, is not over well adapted for sheep farming as carried on by men of small means, who are unable or unwilling to devote that scientific care and attention to the improvement of the breed and to the maintenance of the stock which the wealthy flock-masters in South America and Australia have done, and are doing. The total annual value of wool exported

remains as it was ten years back, between two and three millions per annum; or about one-fifth of that sent from one colony alone in Australia (New South Wales). African wool is decreasing in value yearly; grease, scab, and dirt do their work, and the wools of Australia are beating South Africa out of the market.

The sheep farms of the colony are often of very great extent, comprising from three to fifteen thousand acres, and upwards; the graziers are generally freeholders of these farms. There are about six thousand such proprietors, and between them they possess nearly twenty-four million acres; another ten thousand holdings, comprising sixty million acres, are held on quit rent. A considerable number are stated to be heavily mortgaged. The registration system which prevails at the Cape is one of the most perfect in the world. Land is as saleable as corn. When a man wants to buy a plot of land he simply goes to the registration office, where he finds the name of the owner and of the mortgagees who have a lien on the land. He sees at a glance the exact position of the property, and in half an hour the whole ceremony of transfer is completed, and at a trifling expense the new title is registered, and the land passes into his hands once for all. Contrast this system with that which prevails in England, the endless delays, the vast legal expenditure, the obstacles and formalities of every kind.

The present constitution of the Cape Colony dates only from 1872. There are two Houses; the Upper is called the Legislative Council, and consists of twenty-two members elected for seven years, three from each of the seven provinces into which the colony is divided; of these there are three western (W., N.W., and S.W.), three eastern (E., N.E., and S.E.), and one midland. The other member comes from Griqualand West. They are elected by the same constituents as the Lower, or House of Assembly. This consists of seventy-four members who are elected for five years. The Cape Parliament meets in April and sits for three months, as a rule. Every male person of the age of twenty-one years, occupying for twelve months any building, which with the land on which it stands may be of the value of 50*l.*, or receiving a salary of 25*l.* per annum, with board and lodging, possesses the franchise; that is, broadly, the real qualification consists in fixed residence in the colony for a twelvemonth. In 1883 there were 68,074 such electors, not one out of ten of the inhabitants of the colony; although if proper statistics could be

procured we might find that the legislative power of Cape Colony had been handed over to the coloured people, if they only knew it and could get on the register. Each voter has as many votes as there are candidates, and may plump or divide them as he pleases; just as in elections for the London School Board or as in the State elections in Illinois. Cape Colony is the only part of South Africa where the franchise, both municipal and political, is given to men of every creed and colour if they have the property qualification. There are five ministers, the colonial secretary, attorney-general, treasurer, commissioner of Crown lands and public works, and one for native affairs.

Education is not compulsory, and is at an exceedingly low ebb. Of the European or white population alone, in 1875, 34 per cent. of the males, and 33 per cent. of the females, could neither read nor write, and yet 90,000*l*. are voted for education by the Cape Parliament annually.

Theoretically the black and white races are treated on an equal basis, the generic difference between them being set aside; regulations, theoretically admirable, have been sanctioned by the legislature for the encouragement of school education amongst all classes. Each agricultural or pastoral district is entitled to its public boarding school; each small cluster of farms to its elementary day school; each village to a school of higher grade; each chief town, of which there are six, has its first-class institution, which by its various departments links primary instruction with the liberal training of the scientific or literary student, who is a candidate for Cape Town University honours. The poorest child without distinction of creed or colour has ready access to the District mission school subsidised by the State; there is a complete educational ladder, with the Kraal schools at the bottom and the University at the top. There are in all sixty-three first-class schools preparing pupils who are working for matriculation, 116 second-class schools, and on the lowest rung of all seventy-three third-class schools, with a large number of missions and schools for aborigines.

Out of the 960 schools and institutions in the colony nearly one half are native schools; no scholar is compelled to attend for religious instruction. This system has been working for twenty-five years, and yet an educated Kaffir is exceedingly rare. Hardly any of them get beyond the first-class school: the rest is practically beyond their reach; too highly trained Kaffirs fall victims to

consumption and die an early death. A Fingo has with patience and perseverance, after seven years' labour, just succeeded in matriculating at the Cape University; for this he had to pass in arithmetic, Euclid, algebra, chemistry, English literature, Latin and Greek. According to the census 172,866 native children should be at school. There were last year only 32,278 on the roll; and of these 24,278 were returned as below the first standard (*i.e.* could not write figures and monosyllables on the slate, could not do simple addition, did not know the multiplication table, and could not read monosyllables.) Therefore it is evident, with all this elaborate machinery 90 per cent. are engaged on learning the alphabet. Nine select children out of the whole native children in the colony were said to be able to pass Standard IV. Considering then that 420 out of the 960 schools in the colony are for natives, the results are not particularly encouraging. This is so probably because a cardinal fact is ignored, the generic difference between the Kaffir and the European. There is no parallel in any part of the world to the boldness with which the founders of this symmetrical scheme tried to include the horde of semi-civilised and wholly uncivilised natives in the same meshes as suffice for their European brethren; but the result is that the understanding, the conscience, the whole soul of the native has scarcely been touched. Most of the native teachers are very illiterate and incompetent, and unless the eyes of the missionary or the head-man are upon them, they neglect their work, and a very large part of the 90,000*l.* grant is at present, as far as the natives are concerned, spent to no purpose. The Kaffir criticism of some of these teachers is instructive: "Education makes a man not to love his friends, and makes him a rascal;" *i.e.* he tries to be sharp upon them, and gives himself airs of conceit.

As a field for Emigration South Africa is not promising. English emigrants may not come under 7*l.* fee; they are neither welcomed nor wanted. For such as form the backbone and staple supply of our own British colonies, working men, whose sole capital consists in their power of labour and knowledge of handicrafts, South Africa is not the place. All the ground is occupied by the coloured races, Malay, Kaffir, and Coolie, who can work for less and live on less than an English labourer, and so can drive him to the wall. And the more the natives are educated the more will they compete with the European labourer, and with the rougher kinds of handicraftsmen. Many English mechanics are constantly leaving

Durban, Port Elizabeth, and Cape Town for Adelaide and Sydney. These men, some of them with families, have lived here for years, and had, up to a recent date, been doing well; and now they are taking their savings to a happier country, and wisely, for the mere labourer in South Africa sinks to the level of the native who is his competitor.

Neither are the commercial nor professional classes in demand, for South Africa is overstocked with people who want to work with their brains and not with their hands. The hard-working Germans, of whom there are upwards of 15,000 in the colony, with a national press of their own, are the only men who succeed. They percolate into South Africa as they do everywhere else, but it is a question whether they could not find a more promising field for themselves elsewhere. A German peasant is one of the most admirable colonists in the world: he gives no trouble. If you put him down on a bit of barren land, with no capital but his two hands, in a few years he turns it into a garden. Shiploads of them have done this at the Cape, and have become, on the most unpromising spots, thriving and successful peasant farmers. In 1858 Sir George Grey settled the whole of British Kaffraria with some 3,000 families of German immigrants at the cost of Her Majesty's Government. They were the German legion who had fought in the Crimea on our side against the Russians. These settlers were sent out at the public charge, with rations supplied to them for a year, and the lands they and their descendants now occupy were sold to them. No more prosperous colonists than these German settlers exist in the whole of South Africa, and the districts they inhabit have been signally exempt from the troubles which seem to be inherent to other portions of the colony.

Under the government of Cape Colony are the two outlying provinces, (*a*) Griqualand West, and (*b*) the Transkei.

(*a*) Griqualand West is the interior country to the north of the Orange River (the boundary of Cape Colony proper) and to the west of the Orange River Free State. Griqua means bastard, or half breed between an European and a native, and by such as these it was originally inhabited. Most of them speak a corrupt Dutch, mingled with the most discordant foreign elements. It was annexed to Cape Town as a lieutenant-governorship in 1871, and in closer bonds in 1880. But many of the white inhabitants now desire autonomy as a free colony apart from Cape Town, under the British Crown. It contains 17,800 square miles, that is about the size of Switzer-

land, or one-third the size of England and Wales: the population is 45,277, about half that of Cardiff. The climate is fine and healthy, dry, and bracing. Nearly the whole country is over 3,000 feet above the sea, but bare and unfertile. Kimberley (the capital) contains over 20,000 inhabitants. It has to be supplied with water from the Vaal river, from which it is pumped and lifted 500 feet a distance of seventeen miles through wrought-iron pipes. Kimberley is the centre of the Diamond Fields. The discovery of these in 1867 when a little Boer girl picked out the first diamond from the roots of an old tree is the most important event in the economical and social history of South Africa. Three years later the diamonds were found in strange circular deposits or patches isolated one from another. At first the digging was simple and cheap, the mere turning up and searching of loose soil, and the rule was, each digger for himself. But as men dug deeper in their claims it was found necessary to amalgamate; and the second stage was reached, for the deeper they went the more necessary was machinery to hoist the soil to the surface. In ten years time each one of these circular areas had been so far emptied of soil as to represent great quarries, 100 to 200 yards across and 300 to 400 feet deep. These circular basins are each a species of volcanic crater, hollowed out in the surface rock by subterranean action, and filled up to their brim with a blue mud in which the diamonds are found. The third stage had now been reached, further combination was necessary, and all was now in the hands of companies. Round each great basin or quarry is a circle of steam-engines working wire-rope lifts up and down to the bottom of the quarry, and round the brink run locomotives to remove the hard "blue" right away to where it is taken in hand by other washing machinery and passed through a series of rotatory sieves. There are 378 engines at work, averaging ten-horse power each, and 160 miles of tramway. Each bit of machinery, all the rails and sleepers, cost 20*l.* per ton to bring up from the coast. The day's work, tumbled into small snuff-boxes, will frequently reach a local value of 1,000*l.* The largest diamond yet found, the Star of the South, eighty-three carats weight, was sold to Lord Dudley for 11,000*l.* Out of every 100 tons of blue raised from the quarry an ounce weight of diamonds is secured. About 1,000,000*l.* have been invested in the machinery, but much of it is going to wreck. About 15,000,000*l.* have been paid away in labour. 1,200 Europeans, and about 8,500 natives, are employed in the mines. The weekly

wage of the first is from 4*l*. to 5*l*., and of the latter 25*s*. with lodgings. The total amount paid away weekly is not less than 18,000*l*., which is at the rate of 1,000,000*l*. sterling a year. Something under 40,000,000*l*. worth of diamonds in the rough are estimated to have been raised since 1867. The yearly exports which pass through the registration office amount to nearly 3,000,000*l*. a year, and at least another half million pounds worth every year of stolen diamonds find their way out of the country. Naturally there are ups and downs in the industry and speculations, and shares worth 15*l*. one year, fetch only 5*s*. the next; and sometimes several of the companies pay no dividends at all; then trade is stagnant and insolvencies frequent; claims which were worth thousands are now worth nothing. A fourth stage in the mining has now been arrived at. The sides of the quarries, which are as deep as the cross at the top of St. Paul's is high above Cheapside, are falling in, and regular mining shafts have now to be sunk.

Thus, as years go by, the cost of getting out these diamonds increases steadily; and the all-round price of diamonds has fallen from 3*l*. to 15*s*. per carat. Up to 1867 only 50,000*l*. worth of diamonds were anually produced, chiefly from Brazil; a new supply of over four million pounds' worth per annum has for ten years been flooding the market. Several of the smaller mining companies, and also those owning the less profitable mines, have ceased work, for the cost of production is so excessive that nearly the whole of the value received is absorbed in working expenses. It seems probable that even the larger mines will also reduce operations, if for no other reason than to keep up the prices by limiting the output to about two millions per annum. It is estimated that every year from one-fifth to one-sixth of the stones exported are stolen. One mine reckons that it loses each year 200,000*l*. in an output of 1,000,000*l*. by this illicit diamond trade (I.D.T. as it is called). All through the process of diamond digging there is ample opportunity for picking up a stone which is sure to be worth pounds and may be worth thousands. Directly they are over the border into the Free State or into Cape Colony they are safe.[1] The diamonds are found in paying quantities in four or five out of fifty or more "dead mud" volcanoes; but similar supplies may exist elsewhere, and probably do, under better conditions of access and working, and then good-

[1] The Cape Parliament and the Free State Volksraad have now (September, 1885) each passed a law making it possible to prosecute in Cape Colony and the Orange State for diamond-thefts committed in Griqualand.

bye to the mushroom success of Griqualand West. Kimberley hopes to be known, if the worst comes to the worst, as "a great trade centre," when the railway connecting it with Cape Town (640 miles away) is completed. It hopes to command the best high road for "European commerce and civilisation," and to be a centre of distribution to the two Dutch Republics and the interior to the north. Tens of thousands of natives have come down from the interior to work in the mines, arriving in droves from places in Central Africa of which we scarcely know the names; and they have carried back from the storekeepers and others a variety of articles of British manufacture. Most of them have a great ambition to possess a gun of their own. Cape Colony charges 20*s.* customs duty on every gun-barrel imported into the colony, and an *ad valorem* duty of 12 per cent. more. In Griqualand another 2*s.* 6*d.* is charged as tax on the gun entering that province, and 10*s.* on every gun sold, making 12*s.* 6*d.* besides an *ad valorem* duty. These guns are purchased in England for 7*s.* 6*d.* each; they are commonly designated "gas-pipes;" a good many of them burst long before the natives reach the end of their journey.[1] Such is the trade route to the interior which the Home Government is urged to keep open at the expense of the English taxpayer, for the benefit of the Cape tax-levyer, who get 40*s.* upon a 7*s.* 6*d.* article; and such is one of the means by which the returns of the customs dues have trebled since the opening of the Diamond Fields. One enterprising firm in a few years has managed to build up a trade of over 300,000*l.* a year. But already the natives, instead of buying British manufactures in the shape of clothes and goods, try and secrete their earnings about them when they dare to go back, preferring to save the money to get cows, and with cows (nine is the usual number) to buy a wife. Some of the English traders, however, complain that this falling off of the demand for their merchandise by the natives is owing "to the curious fiscal arrangements of the Transvaal," whose custom-house officers stop the natives on the trade route, wishing to levy some far smaller percentage than the Cape Colony or Griqualand has already levied on the valuable property they are loaded with.

There are certainly two sides to every picture; and both the prosperity of the Diamond Fields and the trade with the interior are evidently more or less precarious. It is evident also that the story of the pot calling the kettle black may still find application even in South Africa.

[1] *Proceedings of the Royal Colonial Institute*, vol. xv. p. 101.

In Griqualand West every native is obliged to be in possession of a ticket or pass, descriptive of his employment, and naming the master for whom he works. It is common also for native children to be indentured as servants to the colonists, for fifteen years. The Dutch farmers have the reputation of being very good to these children, who grow up and associate on equal terms with their own little ones.

(*b*) The Transkei territories lie between Cape Colony and Natal and occupy an area of 12,065 square miles—about one-tenth the size of Great Britain and Ireland. These large tracts of Kaffirland have been annexed since 1877. They have lately been re-grouped, under three chief magistrates each with several subordinates, as Griqualand East (the portion nearest to Natal), Tembuland (the central), and the Transkei proper (which lies immediately across the Kei river and comprises Fingoland and the country of the ex-chief Kreli). A portion of these territories is annexed to Cape Colony; another portion is not annexed, although governed by officials from Cape Town; and another portion is independent. Almost every tribe differs from every other in the character of its relations to the Government. Umquikela, the paramount overlord of the Pondo clans, who are said to number 200,000 souls, distinctly objects to British supremacy, and denies the right of the British Government to assume a protectorate over the coast of Pondoland; but he states "he is prepared to enter into negotiations with any nation or nations having for their object the opening of ports on the Pondo coast, and the development and advancement of his country." The British Government has, however, taken the precaution of proclaiming the port and estuary of St. John's river to be under their protection, and the Cape customs dues are levied there since 1881.

In his memorandum "on the native question," dated October 19th, 1882, General Gordon (then employed by the Cape Government with reference to the Basutos) wrote as follows :—

"The present state of the Transkei is one of seething discontent and distrust, which the rivalry of the tribes alone prevents breaking out into action, to be quelled again at great expense and by the ruin of the people, and upset of all enterprise to open up the country. Throughout the Transkei there is one general clamour against the Government for broken promises, for promises made and never kept. Magistrates complain that no answers are given to their questions, and things are allowed to drift along as best they

can. A fair open policy towards the Pondos would obtain from them all the colony could require, but as things are now the Pondos are full of distrust, and only want the chance to turn against the colony. The Pondos, a far inferior people to the Basutos, are happy under their own chiefs, far happier than the natives of Transkei. There are in Transkei 399,000 natives, and 2,800 Europeans. Therefore, for the benefit of these 2,800 Europeans, 399,000 natives are made miserable, and an expenditure of 210,000*l.* is incurred by the colony with the probability of periodical troubles."

Many Cape colonists desire to be entirely rid of the Transkei territories, and to hand them over like Basutoland to the English Government. At present Cape Colony is endeavouring to do what it is almost impossible for a young colony to do. It finds great difficulty in managing its own affairs, and yet there are people in England who propose to annex to Cape Colony other huge territories north of Griqualand West, carved out of Betschuanaland; and because they do not wish Great Britain to undertake the responsibility of annexing Betschuanaland they ask Cape Colony to do so instead, and to undertake the protection of provinces a thousand miles away, in which the natives greatly out-number the white inhabitants, and where the white inhabitants are at loggerheads among themselves. Meanwhile, in Cape Colony itself, the Kaffir and the Fingo, by perfectly peaceful means, along a certain line drive back and dispossess their white conquerors, who find it more profitable to sub-let their land to native tenants than to continue farming in black man's country. It is a question whether in Kaffraria and in Natal the experience of Central America may not be repeated, and Europeans have to give way to the peaceful re-conquest of the inferior race.

II. Natal was discovered by Vasco da Gama in 1497, on Christmas Day: hence its name. Up to 1822 it belonged to the Zulus under the overlordship of Chaka; in 1838 his brother Dingaan succeeded him by the help of the Boers; in 1841 it belonged to the latter; in 1843 the British took it from them; in 1845 it was separated from the Cape Colony, and has been a Crown colony since 1856. Responsible government was offered by Lord Kimberley, but declined by the colonists. The Lieutenant-Governor is appointed from Downing Street, and has a legislative council of thirty members. Seven members are nominated by the Crown, and the others elected by the white inhabitants only; the franchise is property worth 50*l.*, or rental of 10*l.* The executive

council consists of eight members, of whom two are nominated by the Governor from the deputies elected to the legislative council, while the rest are *ex-officio* members. The two chief towns in Natal are Durban on the coast, and Pietermaritzburg, forty-five miles in the interior, connected with it by rail; each have over 14,000 inhabitants.

Natal has an area of 21,150 square miles, and a coast line of over 200 miles in extent. The population is much thicker per square mile than that in Cape Colony, but is not more than half as large. There are said to be 400,000 natives, over 20,000 Indian coolies, and only 30,000 Europeans in Natal, or about one white man to every fourteen black. The white population is thus about the same as that of Perth, in a country as large as Scotland. In this colony, which is generally held to be the most distinctively English in South Africa, half the whites are Dutch, and the other half are Germans, English, and other Europeans.

One-sixth of the total area of Natal has been set apart for Kaffir occupation, another sixth remains as Crown land, and the remaining two-thirds have been acquired by Europeans. The native tribes (as in the Dutch republics of the Orange Free State and Transvaal) are debarred from the franchise: they live apart on their locations—a great many of them are refugees from Zululand—and with each tribe resides a white magistrate. It is hoped in time to accustom the Kaffirs to regular industry, and to individual ownership of property. There is a tax on every native hut of 14*s*. Some of the Kaffirs have squatted on the unoccupied Crown lands in the interior, and many live by regular labour on the white man's farms; but though they have increased four-fold since the English took the country, and are hardy, able-bodied men, they are generally averse to such work, and hence the Indian coolie has been imported; chiefly, however, for labour on the sugar plantations on the coast. The coolies are bound to remain three years but many remain permanently, with their wives and children.

The total imports of Natal in 1882 were set down at 2,216,000*l*., and in 1883 at 1,750,000*l*., being as usual chiefly cotton, woollen, and iron goods from England. The value of exports is set down at over 831,000*l*.; wool and unrefined sugar constitute the larger proportion. Many of the exports of Natal, particularly the wool, come from the two neighbouring Dutch republics, which also absorb more than one-third of the imports.

In 1883 the revenue, which is drawn chiefly from the customs (which are from 7 to 40 per cent. *ad valorem*), and from the native hut tax, excise, and a few land sales, brought in 963,000*l.* The expenditure stood at 760,000*l.* There is a debt of over 2,500,000*l.*, the greater portion of which was incurred for the construction of railways; of these, however, only ninety-eight miles are yet open, and 116 miles are under construction.

Natal is separated by the great cliff of the Drakenberg mountains from the Transvaal and Orange republics, and by the Tugela river from independent Zululand on the north. The latter, owing to the great number of Zulus in Natal, is a constant source of trouble and anxiety. Zulu affairs are not under the Cape Government or the High Commissioner; they are left to the Lieutenant-Governor of Natal, acting on instructions received straight from Downing Street. Hitherto the British policy, pursued by whichever party happened to be in power at home, has caused the largest possible amount of bloodshed, and has led to chaos, cruelty, and a saturnalia of slaughter almost impossible to realise in England, even though it has cost, and is costing, the British taxpayer hundreds of thousands of pounds every year; nor is it of any earthly use to any human being whatsoever. This may be unavoidable—it may be even justifiable; all that is here to be noted is that it is indisputable that such is the fact. When Ketchwayo's power was destroyed at Ulundi, Sir Henry Bulwer, the Lieutenant-Governor at Natal, who had zealously and consistently opposed the warlike policy of Sir Bartle Frere on the ground that neither Ketchwayo nor his subjects had given just cause for attack, recommended the establishment of a protectorate with the Queen as paramount overlord over the clan chieftains of this fine nation. To set up such a form of government, which would have been carried on through the native chiefs, under the Lieutenant-Governor as representative of the Queen, would have cost (he reckoned) 6,000*l.*, and when once established would have been self-supporting. But the suggestion was disallowed by the Tory Government, who therein did but follow the uniform policy of the Colonial Office since 1858, in which year on December the 18th Earl Grey wrote on an almost precisely similar occasion to the High Commissioner in South Africa: "When we retire from Kaffraria you will distinctly understand that any wars, however sanguinary, which may afterwards occur between the different tribes and communities left in a state of independence beyond the colonial

boundary, are to be considered as affording no ground for your interference. After the experience which has been gained as to the effects of British interference in the vain hope of preserving peace among the barbarous and semi-civilised inhabitants of these distant regions, I cannot sanction a renewal of similar measures."

Sir Garnet Wolseley divided Zululand into thirteen petty states, each independent of the other. There had been sixty-three clan-chiefs under Ketchwayo as overlord: and thus fifty ambitious and disappointed aspirants were shut out from their share of the spoil. They were bound however to refer their quarrels to the arbitration of a British Resident, to give up all the fire-arms they might have, to acquire no more, and to admit no white men into their territories. These stipulations were found impossible to be carried out. Each chieftain was desirous of thrashing his neighbour, and, as is inevitable in the neighbourhood of white men, they all found volunteers, not only Dutch but English also, who aided them in their intertribal wars, and received land and cattle in reward.

We pledged ourselves solemnly, however, to the thirteen who had accepted their dangerous position at our invitation and under our guarantee that Ketchwayo should never return, that "the dynasty of Chaka was deposed for ever" till, in Sir Garnet's words, "the rivers flowed upward from the sea."

We broke our word, and Ketchwayo was restored. The chiefs who were to be displaced in his favour would not submit peaceably to his revived claims of sovereignty; they protested against our flagrant breach of faith, and the natives generally armed themselves in anticipation of coming anarchy. Four of the greatest, John Dunn, Hlubi, Oham and Usibepu, were most vehemently opposed to his restitution. It was therefore arranged that John Dunn (the son of an English missionary in Natal who had adopted Zulu customs and mode of life) and Hlubi, a Basuto, who between them held all the north-west of Zululand, should surrender all their territorial rights to the British; while Oham, a brother of Ketchwayo's who had deserted him in the war and joined the British, but who was supposed now to be weak, was left to be eaten up if he would not acknowledge his brother, and Usibepu a cousin of Ketchwayo's was declared to be altogether independent with his clan, and Ketchwayo was not to interfere with him. This last arrangement encouraged all the other nine chiefs to strive for independence also. Ketchwayo on the other hand was not content with the restoration of only part of his kingdom. He was

deeply aggrieved at the establishment of the Reserve territory; this amounted to one quarter of his former kingdom, and was originally to have been one half. He was debarred from establishing military kraals, or from organising his rule in the old way. Every chief strong enough to resist refused to submit to him as overlord: and in spite of the prohibition of the English Government he began to levy troops in the Reserve, and like so many others, to call in the aid of white volunteers. He began a war with Usibepu, whose independence had been stipulated by the English: ("we assigned a kingdom to Usibepu, we did not guarantee him rule:") and at first Ketchwayo, with the help of the Usutus, defeated him and slaughtered 600 men. After Ketchwayo's death he and Oham took refuge in the Reserve. This Reserve is now over-crowded by Zulus flying from the miserable anarchy in which their country is overwhelmed. It requires a garrison of 3,000 British troops to protect it, it costs England 100,000*l.* a year, and it perpetuates the anarchy of the rest of Zululand by providing a retreat and a place where defeated chiefs can reorganise their forces. "The task of defending the Reserve, and of maintaining order and peace in it, is tenfold, if not twentyfold, greater than would be the case of defending the whole of Zululand."

On the death of Ketchwayo Sir Henry Bulwer again suggested an English protectorate of Zululand; but Lord Derby in a despatch Sept. 13th, 1884, wrote: "The condition of Zululand since 1879 has been one of chronic war, carried on by barbarous reprisals, and opinion is hopelessly divided as to the degree of blame to be assigned to each chief or party. But beyond an earnest endeavour to bring about peace by persuasion beyond the Reserve, and the maintenance of the integrity of the Reserve itself as a place of refuge for either party without distinction, Her Majesty's Government do not consider that it would be right for them to intervene;" and in the same month replied to a deputation at the Colonial Office: "I have heard the argument used to-day, and I think it is an argument not used for the first time, that we are under a moral obligation to take care of Zululand and to protect the natives of Zululand against their enemies, because they went to war with us and were beaten. Now, I say distinctly I do not recognise a moral obligation of that kind. Why, Sir M. H. Beach who held at that time the office which I now hold, from the first distinctly repudiated any idea of annexing Zululand or of extending

authority over it, and a policy of annexation or a protectorate never has been accepted in this office—not even at the time when the Government was in power which was supposed to be most favourable to any bias of this kind. Neither at the end of the Zulu war would an annexation of any part of the country have been tolerated by public opinion. We should have been involved in a responsibility for the whole native race north of Natal, to which we are hardly equal, and that again would further complicate our relations with the Transvaal and the Orange Free State. You know that a protectorate means annexation. It is the same thing; and when you have annexed Zululand, what next? Why, you have got other tribes beyond; you will always have the risk of disturbance upon that frontier of the colony, and the further you go with the frontier, the only difference is that the further you are from your own resources, and the more difficult a border war is to deal with when you have to make it. But what I wanted to say on that head is that, so far as moral obligation goes, I think that is a very fair question to argue who was in the right or who was in the wrong when war between us and the Zulus first broke out. But when we have restored to them their territory, except a comparatively small strip which we require for our own security, and when, after trying various modes of helping them to govern themselves we have left them to manage their own affairs in their own way, I do not think that further obligation arises consequent upon the circumstances of that war. I am bound to say that I have not heard anything to-day or anything before that induces me to depart from that which has been the policy of all parties in England since the Zulu war—that, namely, of declining to take upon ourselves the government of the Zulu country."

And undoubtedly there are difficulties in the way of again breaking our word after so often protesting that we would have nothing to do with Zululand. A policy of annexation does not find favour generally in England, and certainly is not universally popular in South Africa. It is doubtful whether England could legally proclaim such a protectorate now without the concurrence of France and Germany and the other European Powers: for at the Congo Conference it was stipulated that after the signing of the definite treaty by the Powers "no annexation or protectorate should be proclaimed on the coasts of Africa, unless the Power intending to annex territories or proclaim a protectorate first submitted its intentions to the other signatory Powers." If it were

determined to carry out such a scheme, it is not possible to believe that now (whatever might have been the case immediately after Ulundi) more than a fraction of the Zulu tribes and chiefs would view with a favourable eye the rule forced upon them by their former conquerors; while another section now consider themselves pledged to the youthful son of Ketchwayo, and would look for assistance to the numerous Dutch, who are at present occupying so large a portion of Zululand. For, considering that the Zulus had been left quite long enough to stew in their own juice, many Dutchmen have tried to take the pot off the fire, or, at any rate, help themselves to some of its contents.

The Dutch farmers of the Transvaal would not consent to have the country adjoining their farms kept in one constant hubbub of war, when they had the will and the power to prevent it; and the English had over and over again stated they would not keep the peace. Accordingly, when last winter many of the farmers, on the usual trek of Boers for winter pasture (800 in all, 250 from the English colonies of Natal and Cape Colony, 200 from the Free State, and 350 from the Transvaal), came down driving their flocks to farms leased from Zulus over the border, they resolved to assist Dinizulu, Ketchwayo's son, in putting an end to the long-protracted state of disorder, by placing him on the throne of Zululand. They acted at the desire of some chiefs; one of these is said to have been Usibepu, who had at one time taken arms against the Boers, and who represents the most powerful party in Zululand. They succeeded, peace was restored, and Dinizulu crowned as King of the Zulus. On May 23rd, 1884, an agreement was entered into between the king and his principal advisers and chiefs, by which the Boers undertook not only to restore order and peace in Zululand, but to maintain it. In return the king and his chiefs gave up a certain part of Zululand situated on the frontiers of the South African Republic and the Reserve territory, with permission to the Dutch settlers to establish there an independent government. The agreement was countersigned by William Grant, the agent of the London Aborigines Protection Society. The country was called the New Republic, a government nominated, and laws projected. Dinizulu furthermore put all the other part of Zululand and the Zulu nation under the protectorate of the New Republic. On the 5th August they nominated a government and founded the capital, Vrijheid (or Liberty). By August, 1885, there are already 300 to 400 people

living in Vrijheid, while the whole white population of the New Republic is probably about 4,000. The "Volksraad" has held already two sittings. The financial state of the country is favourable. The State has no debt, and the taxes will give sufficient revenue to pay the expenses of the Government. On April 30th, 1885, they sent, through the Lieut.-Governor of Natal, a protest to the British Government against the hoisting of the British flag in their territory, for on the 18th of December, 1884, Lieutenant William John Moore, of H.M.S. *Goshawk*, hoisted it at St. Lucia Bay. By treaty of the 5th of October, 1843, the Bay of St. Lucia was parted with to Panda, then chief and king of the Zulus, and as this treaty has never since been cancelled or amended, they hold that it still belongs to the heirs of Panda; and that the present king, Dinizulu, therefore, is the only person who has any rights over St. Lucia Bay. As he put the whole of Zululand under the New Republic, they claim to be alone entitled to the bay, have occupied it, and transformed it into a free port open to all nations equally without any customs dues whatsoever. The New Republic hope that the British Government will acquiesce in this means of pacifying Zululand; since their State does not cover an inch of land which is either British territory or under British protection. Lord Derby in November, 1884, expressed an opinion that "it would be desirable to defer opening direct communications with the 'New Republic,' at all events until Mr. Joubert has taken up his position as President, and has notified the same to Her Majesty's Government." Mr. Esselen (the state secretary of the New Republic) came to London in August, 1885, on a special mission to the British Government. He had been here previously as President Krüger's secretary. He is the son of a German missionary and was born in South Africa, educated in Germany and Holland, and has graduated at Cape University.

Up to the present we have persisted in trying to wash our hands of the whole Zulu business; and yet illogically have kept a handful of British troops in the Reserve, to prevent either the colonists or the Dutch from putting things straight, under the pretence of defending the natives. A characteristic feature of the whole business is that we carefully keep such a stake in Zululand as serves to engage our "responsibility," and yet we throw every possible obstacle in the way of a real settlement. Our policy hitherto has been to remain without settling anything,

but hampering the natural development of things, and sedulously stirring the witches' cauldron.

There are only two courses, either one of which it is open to us to pursue. Either we may retire completely from the ridiculous position we occupy in the country and let the best man win—in which case, in the event of continued disturbance, the Dutch will soon restore peace, for when once they were masters they would soon stop the tribal wars in their own interest; this is thorough, businesslike, and comparatively humane. The other course is, annex Zululand to the British empire, not to the colony of Natal, which never could rule it. Set one supreme Resident to rule as overlord through the clan chiefs, and peace would be restored and the country be self-supporting, as taxes would be paid by Zulus for protection and good government. There is no middle course between these two; one or other must ultimately be adopted. The only question is whether it is not now "too late" for the latter to be practicable, seeing that the Dutch have anticipated us in getting a hold upon the country through a properly constituted king; and whether the former is not the only possible one.

(*B.*) *The Two Dutch Republics.*

Besides the two British colonies on the coast and their dependencies there are two independent Dutch republics in the interior; and the country they cover is far better and more fertile than that occupied by the two English colonies. The Dutch in South Africa have ever exhibited the great Teutonic instinct of trekking or making tracks ever further afield, although in a more acute and undisciplined form perhaps than their Anglo-Saxon cousins. This trekking, the outcome of their preference for a rude wandering patriarchal life, has been engrained in the race for generations, and began very early in the history of Cape Colony. But the so-called "great trek" was in 1836. Slavery was abolished throughout the British empire in 1834. The Dutch of Cape Colony complained, just as the English West Indian planter complained, that spite of all the loud boasting of the emancipationists in England, they had not received one-fifth of the real value of their forcibly manumitted slaves; not living on islands like the West Indian they were able to seek a remedy which was not open to the other. On leaving Cape Colony they solemnly declared, "We quit this

colony under the full assurance that the English Government has nothing more to require of us, and will allow us to govern ourselves without interference in future." They first spread over what is now Natal, afterwards some of their sons (often a family consists of fourteen or fifteen, who, as they grow up, have to swarm off like their fathers before them) trekked still further, and the Orange River Free State and the Transvaal, now two totally independent Dutch commonwealths, are the result.

I. The Orange River Free State lies to the east of Natal and Basutoland, and has the Transvaal on its northern, Griqualand on its western, and Cape Colony on its southern sides. From the latter it is separated by the Orange River which flows 900 miles across South Africa, and falls into the Atlantic about 300 miles north of Cape Town. The area of the Free State is 70,000 square miles, or about twice the size of Natal, and one-third that of Cape Colony; thus it is considerably larger than Ireland. Of the total population of 133,518, nearly one half are white; these number over 61,000, and of them there are nine Dutch to every one English. About one quarter of the white settlers have emigrated from Cape Colony, but the rest are free born. The proportion of whites to natives is thus far larger in the Free State than elsewhere in South Africa, and in one respect there is a striking difference between them and their cousins in Cape Colony; only about 2 per cent. of the white population over seven years of age are unable to read or write, instead of 34 per cent. The educational system is excellent; teachers obtain as much as 200*l.* salary, and allowances from Government, besides fees of from 5*s.* t 8*s.* per pupil. The magisterial system also throughout the Republic is admirably arranged. As regards the Dutch policy towards the natives, the British mind is inflamed by stories of barbarities resting on very slender and one-sided evidence. As a rule it is quite wrong to suppose that the Boers are cruel to the natives. They deal with them on the patriarchal system, and manage them far better than the English settlers do; they are more severe with them, but at the same time are more kind, treating them exactly like children. In the Free State every Boer has five families attached to his farm, and they are not allowed to leave the farm to which they are attached. A similar rule prevails in the Transvaal, where, as well as in Griqualand West, no natives are allowed to move about the country without a permit from their employers. The same rule held good in England as regards white men, vagrants and tramps,

until comparatively recently. In some parts of the Transvaal the land is let on the *métayer* system, that is to say, the natives take the land from the farmer and pay him half the profit, and some of the natives among whom this system prevails are the finest and most prosperous in South Africa. Unrestricted liberty is a doubtful blessing to a native population; it leads not to their advancement, but to their degradation, and to the enriching of grog-sellers and brandy merchants, among whom the strongest advocates of unlimited freedom for the blacks are always to be found. A policy of firm guidance and strict rule, combined with paternal protection, is found all the world over to be the most merciful and best for the less developed races when in contact with the higher.

The independence of the Orange River Free State dates from 1854, two years earlier than that of Natal, when the English abandoned the colony which they had established in 1848 to the north of the Orange River. The legislative power is vested in a Volksraad consisting of fifty-five members, who are elected by universal suffrage of white adult males, of whom there are about 14,000 in the republic. Every two years half the members retire, and a new election takes place.

The President of the Republic, who is elected by universal suffrage for five years, has the chief executive power. Sir John Brand was re-elected in 1883 for the fifth period of five years; and it is largely to his sagacity that the steady growth of this thriving republic is due.

The Orange River Free State is mainly a grazing country; the scarcity of water renders much of it unfit for agriculture. In 1881 there were over 5,000,000 sheep (or half as many as in the whole of Cape Colony) in it, 464,000 cattle, 131,000 horses, and 673,000 goats. The number of farms was 6,000, with a total area of 23,500,000 acres between them. The saleable value of 1,000 acres is 250*l.* on an average. The mineral wealth of the country is undeveloped; there are rich coal mines waiting to be worked, and diamonds, garnets, and other precious stones have been discovered in various parts.

The exports and imports of the republic are included in the returns of the Cape and Natal ports. Wool, hides, and ostrich feathers are their chief items of trade. As far as finance goes, the republic is in a fairly satisfactory condition. For one strongly-held Boer opinion is, that to borrow money is to lose independence; and the Volksraad of the Free State is altogether averse from making

use of other people's money. At the end of 1884 it was found that the State was in debt 100,000*l*., by far the greater part of which had been spent in erecting bridges, and otherwise improving the communications in the republic. The Volksraad at once determined to pay the whole sum off bodily in three years; and to do this the Boers at once assented to a heavy increase in taxation. The usual opinion held in England is that the Dutch Boer objects altogether to paying taxes; and yet the Boers of the Free State have taxed themselves with a land-tax of 1*s*. on every 1,000 acres; with a poll-tax of 1*l*. on all whites not landowners, and 10*s*. on every native, with a salary tax of 1 per. cent on all salaries, and a property-tax on all town properties. The new land-tax is to bring in 15,000*l*. for the three years, the salary and white poll tax 13,000*l*., and the town property and native poll taxes 5,000*l*. each. It were well if other larger States had the same national repugnance to State debts, and taxed themselves as readily to pay off those which they have contracted.

The Dutch Republics have also a military system which at the moment draws forth the whole fighting force of the nation. Each burgher or citizen is liable to be called out on commando, and must appear armed and provisioned for eight days. If retained in the field any longer the State provides provisions. Contrast this with the English merchants and storekeepers in the neighbouring colony, most of whom are dwellers in towns, and therefore engaged in pursuits which do not render the use of the rifle familiar to them, and who therefore prefer to have their fighting done for them by the Home Government; and many of whom—old Cape colonists of English descent have averred it themselves—seek to enrich themselves by the expenditure which such military operations necessarily involve. The Dutch farmer is a crack shot from childhood; and the Transvaal and Free State combined could place in the field on commando 15,000 mounted rifles. But this would only be in the case of an unanimous effort to resist the imposition of a foreign yoke. In dealing with natives it is only usual to call out local commandos, which are supplemented by volunteers.

II. The Transvaal, or South African Republic.—The independence of the Transvaal was recognised by the British Government in 1852, two years before that of the Orange River Free State (from which it is separated by the river Vaal), and four years before Natal became a separate colony. In the Sand River Convention of 1852

"all right of the English to any territory north of the River Vaal was for ever abandoned" to four Republics, which afterwards in 1860 coalesced into one under the name of the South African Republic. The English guaranteed to the emigrant graziers north of the Vaal "full right to manage their own affairs without any interference on the part of the British Government:" and Great Britain undertook "never to meddle with any natives north of the Vaal."

As regards the annexation of the Transvaal and its retrocession, probably now most Englishmen will be glad to agree with Lord Derby, who was a member of each of the cabinets who were concerned in the two acts: "I do not admit that in our relations with the Transvaal there is anything of what we here need to be ashamed; I quite admit that one great mistake was made. I was a member of the cabinet that made it, and therefore I should not make that admission if it were not drawn from me by conviction that it is a fact. We were misled by what was undoubtedly mistaken information from South Africa. We believed that the people of the Transvaal, if not actually desirous of English annexation, were at any rate not hostile to it, and under that impression the annexation took place. Undoubtedly it turned out to be a mistake. I do not believe, whatever unfortunate circumstances occurred in connection with the withdrawal—I do not believe that a wiser act was ever done by any Government in this country than the undoing of the act of annexation, and withdrawing from the Transvaal." The question arose whether we should keep by force what we had acquired by injustice: the argument for restitution was that of common honesty: the argument against it was that we were injuring our reputation. This latter argument was righteously and courageously disregarded by Mr. Gladstone.

Speaking at Midlothian in September, 1884, Mr. Gladstone thus describes what took place in 1880: "We told you that in our judgment the attempt of the Administration then in power to put down the people of the Transvaal, to extinguish their freedom, and to annex them against their will to England, was scandalous and disastrous. When we came into office we were assured by all the local agents of the British Government—and I have no doubt they spoke in honour and sincerity—that the people of the Transvaal had changed their minds and were perfectly contented to be annexed to the British Empire. That made it our duty to pause for a while; and for a short time, accordingly,

we did pause. However much we had opposed the previous Government, it was our duty not to make changes without good and sufficient cause. But before we had been very long in office the people of the Transvaal rose in arms, and showed us pretty well what their feelings and intentions were. They obtained several successes over the limited body of British troops then in South Africa. We felt it was our absolute duty in those circumstances to reinforce our military power in that region, and we sent a force to South Africa which would unquestionably have been sufficient to defeat any power the Dutch burghers—the Boers—could bring into the field against us, but the Boers asked us for an accommodation. The Jingo party in this country was horribly scandalised because we listened to that representation. We could get our force there ready to chastise them; we might have shed their blood; we might have laid prostrate on the field hundreds—perhaps thousands—of that small community, and then we should have vindicated the reputation of this country according to the creed of that particular party. Having ample power in our hands, we thought—I believe you think—that the time to be merciful is when you are strong. We were strong; we could afford to be merciful; we entered into arrangements with the Transvaal; and the Transvaal has at this moment, for all practical purposes, recovered its independence. Why did we give up the Transvaal? We gave it up on consideration of honour and on consideration of policy. What was the consideration of honour? It was this—that when the scheme for taking it was first mooted, Lord Carnarvon, who was Secretary of State, declared in the name of this country that it was only intended to take the Transvaal if it was agreeable to the sense of the population—meaning the white population. What happened? There were 8,000 white settlers in the Transvaal. That was the computed number of adult heads of families, the gross number being about 40,000. Out of these 8,000, 1,000 were English and miscellaneous, and 7,000 were Dutchmen—men of strong masculine fibre, reared in the school of Calvin, which, whatever else may be said of it, made your ancestors a very strong and determined race. And these 7,000 men subscribed to a petition protesting against their annexation to this country. I ask you whether it was possible in honour, possible without the grossest and most shameless breach of faith, to persist in annexing them when we had pledged ourselves beforehand that they should not be annexed except with their own good will? After stating

to you such a case of honour as that, I am ashamed almost to refer to the subject of policy. But I will say one word upon that, and it is this: The people of the Transvaal, few in number, were in close and strong sympathy with their brethren in race, language, and religion throughout South Africa. Those men, who are called Africanders, partly British subjects, and partly not, were as one man associated in feeling with the people of the Transvaal; and had you persisted in the dishonourable attempt, against all your own interests, to coerce the Transvaal as you attempted to coerce Afghanistan, you would have had the whole mass of the Dutch population at the Cape and throughout South Africa rising in arms against you."

The policy then adopted, to all appearance, is being followed up deliberately and logically. On February 14, 1884, the Convention of London was signed by President Krüger, two Dutch delegates, and Sir Hercules Robinson. By this the full independence of the South African Republic was secured, the Queen's suzerainty was altogether abandoned and the office of British Resident at Pretoria abolished. "We reserved a right and assumed a responsibility towards the natives in the Transvaal, but we had not incurred an obligation, by our former arrangement, to protect them." The debt nominally due to England was reduced from 265,000*l.* to 256,000*l.*

The legislative power resides in the Volksraad of forty-four members, who, like those in the neighbouring republic, are elected for four years, one half retiring every two years. The franchise qualification for white adult males is residence in the republic for five years, and payment of 25*l.* fee.

The executive is vested in a President, elected by all who possess the franchise, for five years. The present President states that he "surveys politics from a Christian standpoint, and avows in them the eternal principles of the word of God." "He is all for progress in the right direction." What this is he has described in the *Volksstem*, or official organ, at Pretoria, September 1882:

"The first requirement of domestic policy is 'the development of the resources of the country, so that imports may decrease and exports increase; or, to speak more clearly, that we may export produce and import money, and not (as but too often happens now) import produce while our money flows out of the country.' The first resource to be protected and encouraged is agriculture. In the Transvaal 'the farmer is the true nobleman, the landed proprietor the staunchest supporter of our national welfare, and the one who

has the greatest interest in the country.' The President will, therefore, promote in every way possible the interests of the agriculturist. He also professes his devotion to free trade. By a system of concessions already initiated, President Krüger intends to develop manufacturing industry in the Transvaal, and he urges the construction of a railway from Pretoria to Delagoa Bay as 'a vital matter for the republic,' in order that thereby it may have facilities for the export of its manufactures to other countries. He will encourage immigration, especially from Holland, but not in too strong a stream. In the development of the mineral wealth of the country he advocates the principle of concessions as tending to more profitable mining by help of machinery; as securing a steadier revenue and as keeping the digging community under the control of responsible persons. With regard to foreign policy, President Krüger promises to exert himself so far as can be done without infringing upon the dearly bought rights of the republic to cordially support 'every effort for a closer union between the states and colonies of South Africa for the purpose of fostering a South African nationality.' In his native policy—bristling, as he admits, with difficulties—he will keep in view as a primary principle that 'barbarism should be checked and guided by civilisation.' He disclaims on the part of the civil power any right of interference in the internal affairs of ecclesiastical denominations. 'The political ruler,' he says, 'who desires to rule also in the Church of Christ is imbued with the spirit of Anti-Christ.'"

When in London, on November 12th, 1883, the President addressed a memorandum to the Anti-Slavery and Aborigines Protection Society on the question of treatment of the natives by the South African Republic. In this he states that he feels "most deeply hurt by the discovery that in a certain circle in Great Britain, whose regard and sympathy are fully appreciated by the Christians in the Transvaal, there still prevails the opinion that the Transvaal Christians understand less thoroughly than Christians in this country the duty which they owe towards Indians, Negroes, Kaffirs, or any other coloured race or nation, as imposed by the Lord Himself upon them in common with every one who makes profession of his faith in our Saviour. Far from regarding the principles of your societies with any distrust, we heartily approve of them. We also have learned the sad lessons of history, and also before our eyes lie open the shameful pages which, to the indelible disgrace of the Christian name, testify to the inhuman

barbarities and incredible atrocities which all Europeans, without distinction of nationality, who came in contact with coloured races in other parts of the world, committed in former centuries, either on account of fear or avarice, or by the devilish inspiration of cruelty and sinful lust: the frequent bloody intertribal conflicts, all Christians, be they Englishmen or Transvaalers, deeply deplore. On hearing what slanders are brought against us, we cannot refrain from demanding of you, on behalf of the Transvaal, a share of that same humane compassion which you devote so largely to our aboriginal neighbours in Africa. We, too, are men with humane hearts. Have we not an equal claim with the natives to your sympathy? And, therefore, may we not candidly ask you, now that we are thus undeservedly calumniated and accused, to remember the following series of facts:

"First, when we entered the Transvaal we found the country almost depopulated by intertribal war, and inhabited by less than 20,000 natives. At present there are over 700,000. This is clearly a proof, is it not, that the natives who were in the country rapidly increased in numbers, and that others entered the country from the neighbouring territories because they appreciated the benefits to be derived from our administration?

"Secondly, the comparatively few natives we found in the Transvaal were steeped in poverty, hiding in holes and caves, and living in constant dread of the inroad of neighbouring tribes, who robbed them of their cattle and murdered their women and children. At present they live in peace and quiet; they possess homes, furniture, waggons, some even have acquired what is to them a considerable portion of wealth—a proof that their social condition has wonderfully improved.

"Thirdly, notwithstanding the fact that Europeans and natives have been living together in the Transvaal for more than a generation, no mixed race is to be found there—a proof that the native women have not been debased by being made the victims of lust and passion, as has too often been the case under similar conditions in other colonies.

"Fourthly, by a law of the Transvaal, every encroachment upon the rights of natives becomes a criminal offence. Our law affords the natives even a more ample protection than a similar law in Natal. And this our law is still exactly the same as it was during the time in which your Government held the country.

"We would draw your attention to another fact which enters very

deeply into the moral aspect of the question. We Transvaalers have enacted by law that a native can legally marry one wife only, so that children born from other women cannot share in the inheritance. The consequence of this is that women, for the sake of their children, are gradually refusing to enter in a state of polygamy; and thus, by means of this simple measure, considerable advance has been made towards morality and civilisation. But while in our country this measure works most admirably, Natal, for example, still refuses to follow us in this attempt to elevate the standard of morality, and, consequently, our endeavours are hindered by the marriage laws of a colony bordering on our country. But while we make no pretence to have been faultless in the past, we venture to doubt whether better provision is made in any country for the protection of the interests of the natives than in ours. Slavery was declared illegal by our laws in 1837, and a fine of 500*l.* is imposed upon every one convicted of selling or buying a native. No such thing as slavery exists in the Transvaal. And with regard to the apprenticing of native children, we wish to inform you that no native child is thus disposed of before his parents or friends, guardians or relatives, have been called upon to come forward and claim him or her; that as soon as any relative appears the child is delivered over to him; and that only if the child remains unclaimed it is placed by Government under the care of one of the burghers who is willing to accept the responsibility. Such burgher is then obliged to clothe and support the child, and is responsible to the Government for its proper treatment; and as soon as the child reaches his or her majority, he or she is given over to the Government, and after receiving a certain sum of money, is perfectly free.

"Almost pertinaciously we cling to this method, based on human love and righteousness, though we may not conceal from you that it is sometimes a very great effort to carry it out to its fullest extent.

"Permit us to add three remarks to this explanation:

"(1) In every country, in yours too, even in the very centre of London, shameful crimes are committed every week and almost every day. Witness the sad facts brought to light in the recently-published criminal statistics for this metropolis, showing sadly how many individuals there are who offer themselves as the tools of Satan. But who would, on this account, think of accusing your country and your city? Why, then, should our Government and our

country be persecuted with such bitter accusations because of the probable existence of a few ruffians and scoundrels? Such an accusation would then only be just if it could be proved that our Government took no steps to bring to trial such miscreants after having duly been made aware of their misdeeds.

"(2) Our second observation is this: During the last war against Sikukuni atrocities were committed by your own native allies under the very eyes of your general, which that officer opposed most strongly, but which he was unable to prevent at the time. If, then, the sad experience of your own general incontestably proves the impossibility of always immediately restraining the natives in their cruelties during battle, why should we be so bitterly reproached because we too experienced this impossibility?

"(3) Our last observation is that, taught by our Lord and Saviour not to lift up our heads in arrogance, and acknowledging the fearful power of wickedness which finds its instruments in the Transvaal as well as in London, we do not wish for a moment to deny that in the earlier years of our 'trek,' when there was not even a shade of regular government, and when the struggle for existence often called forth the worst passions, deeds were done which cannot be justified before God. But while on that account we humbly pray to the Lord our God to forgive us the sins that may have been committed in hidden corners, we cannot see that for this reason we should be excommunicated by Christian and civilised Europe. If you, gentlemen, if your societies wish to be of service to the Transvaalers, we pray you to cause official notice to be given to our Government of every misdeed which may be brought to your knowledge, and to suggest to us any measure in your opinion calculated to secure the more effectual protection of the natives, and we pledge our word, as honourable men, that every convicted burgher will be punished, and every measure which it is possible to introduce will be thankfully received by us.

"In this way you can assist us, and we will endeavour to assist you, in accordance with the grave responsibility under which we all stand before the tribunal of the world, and before the Judgment Seat of our God."

On each of his visits to Europe President Krüger has been most heartily received both in Holland and in Germany. In the great crisis in 1880 the Transvaal had powerful friends in Holland, active to help their brethren in the far south; public feeling was deeply stirred, not only in Holland, but in the greater fatherland, in

favour of the Boers. Holland is now but a small power, but no nation forgets lost military or naval greatness, and the Dutch of the Netherlands feel an intense interest in the Cape Dutch, and thought they saw a reflection of what they once were in the heroism of their kinsmen in South Africa. Serious efforts have since been made to refasten some of the ancient bands which time had snapped asunder. Recently, also, a still stronger admiration of the Boers has been expressed by a large portion of the German press, by the Emperor and by Prince Bismarck. When President Krüger visited Berlin in 1884 he was received in state at the palace. The Emperor declared, "You represent a community related to Germany by ties of race. I have always taken a lively interest in the rise and prosperity of your state, and am all the more gratified that friendly relations are now about to receive expression by treaty. I am convinced the growing intercourse will tend to deepen the feelings that now prevail of friendship between the South African Republic and the German Empire, and I for my part shall strive to promote this end." "We are rejoiced," replied President Krüger, "at the prospect of friendly relations and commercial intercourse. How good it is that our visit promises these blessings." The German Society for Promoting Colonisation further entertained the delegates from the Transvaal, who then made an impressive appeal to Germany "to send her emigrants to South Africa instead of to North America, for South Africa may be Germanised, because it is largely German already. There are not only the Boers, the descendants of the early settlers, but many a sturdy farmer who has sailed in our time from Hamburg. To consolidate this sympathetic and kindred colony beyond the seas, what better basis could be desired than the Transvaal? There, if anywhere, is the seat of enterprise and vigour: there, on a small scale, the policy of blood and iron has been tried and prospered."

Speaking at Midlothian, September 1884, Mr. Gladstone said: "If Germany has the means of expanding herself, of sending her children to unoccupied spaces of the earth, with due regard to the previous rights of other nations, I look with satisfaction, sympathy, and joy, upon the extension of Germany in these desert places of the earth, upon the extension of civilisation, upon the blessing to these waste places by the presence of an intelligent and industrious community, which will bring from the bosom of the land new resources for the comfort, advantage, and happiness, of mankind.

Do not suppose for a moment that it is anything but the utmost meanness for us to be jealous of Germany."

In the Transvaal, however, there is at present no State in the sense of an organic whole obeying the orders of a Central Government. There is the semblance of a State, but decentralisation and individualism are carried to such an extent that the orders of the Central Government are set at naught whenever the local landrost and his neighbours prefer to disobey them. This it is which renders it so very difficult to deal with the Transvaal, which is but a loose confederation of a great number of farmers scattered over an immense territory. The area of the Transvaal is estimated at 114,360 square miles—(that is nearly twice the size of England and Wales, or about that of the kingdom of Italy), and would support a population of 25,000,000 inhabitants. The native population is estimated at 1,000,000; these are chiefly Betschuana tribes, akin to those over the western border of the Transvaal,—in the north-east they are Swazis. The white population are 50,000, or about one to every twenty natives. Of these there are nine Dutch to every other European, German, or English. Many English flocked into the country on the discovery of the gold and diamond mines in 1867. The southern boundary of the South African Republic is the Vaal River, 200 miles from Durban in Natal, and 700 miles from Cape Town. Its eastern boundary is not forty miles from Delagoa Bay, which is destined at some future time to be its port. This was British up to 1875, when by the arbitrament of the President of the French Republic we gave it up to the Portuguese. The northern boundary is the Limpopo, or Crocodile River, on the east is Zululand and the independent Swazis, and on the west the Betschuana tribes.

The Transvaal is adapted for agriculture as well as stock-raising, and is possessed of considerable mineral wealth—iron, lead, silver, tin and gold. Coal is found everywhere lying in vast layers almost on the surface, up to which the farmers back their waggons and shovel down as much as they may from time to time require. As yet, all these coalfields, which extend right up to the Zambesi, are but little worked, owing to the want of cheap transport. An abundance of iron ore is found close to the coal beds. The southern and eastern parts of this vast country are over 6,000 feet above the sea, and consist of rolling grassy plains, with not many natives; and the air is pure, dry, and bracing. The northern part of the Transvaal is densely wooded, and thickly populated with natives; its climate

is sub-tropical, as it lies 2,000 feet lower than the southern part. Over a vast area experts and geologists have discovered traces of gold, but it has not been much worked yet. It is possible that if their predictions are fulfilled, science and capital may make out of the Transvaal a Dutch or German Victoria, but at present those who have money are not so eager to join in the rush as those who have none.

The "trade route" into the interior passes through the western borders of the South African Republic, but English traders boast to have learned long ago that, whereas the duties and fees on a waggon laden with merchandise passing through the Transvaal legally amount to from 30*l.* to 40*l.*, 5*l.* judiciously "invested" will clear any waggon. One consequence of this is, that the national exchequer is grievously impoverished. Owing also to the great depression of trade throughout South Africa and the late bad season, most of the farmers in the Transvaal have found some difficulty in paying this year's land-tax, but remittances are now coming into the Treasury freely. Herds of adventurers, bent on mineral, diamond, or gold speculations, have also penetrated to the interior, and forced many of the Boers to sell their farms, and move further afield. Besides the New Republic established in Zululand, two other young republics, those of Stellaland (February, 1883) and Goshen have swarmed off on the western border. The South African Republic have as a government disavowed the action taken by the founders of these republics, and at the present moment their future appears somewhat precarious.

(*C.*) *The Congeries of Native Tribes.*

The chief native tribes under Imperial protection are Basutoland, Pondoland (p. 385), Betschuanaland and Swaziland.

I. Basutoland lies to the west of Natal, to the east of Cape Colony, and to the south of the Orange River Free State; on its north border are a large number of protected or semi-independent native chiefs. It has an area of 10,000 square miles, or is about half as large again as Wales; it is a land of mountain and grass, enjoys a delicious climate, and abounds in iron, copper, and coal. It has been called the Switzerland of South Africa. In it there are 400 white people, and a population of 150,000 natives, who are fairly good agriculturists. The Basutos are

extremely fond of open and free discussions in public; the Basuto pitso, with its collection of chiefs and headmen, takes us back to the beginning of our own constitutional history. In 1848 the British Government established a semi-protectorate over them. In 1854 the Orange Free State won its separate existence as a Dutch Republic from the British; and the Basutos were also left as an independent nation under their overlord Moshesh. From 1858 to 1868 Basuto chiefs and pretenders to chieftainship from time to time trespassed on the territory of the Free State in prosecution of their incessant feuds, so that the Boer trade was disorganised, courts closed, and all in confusion through the incessant disturbances on the border. In 1868 the Free State completely subjugated the Basutos, with no fear of further trouble from them, and were about to annex their territory. The British Government interfered, and again extended their protection over the Basutos, who were then utterly homeless, beggared, and starving. By the Convention then entered into at Aliwal North with the Orange Free State, February 12, 1869, England undertook the government of Basutoland, and the protection of the border. After their annexation by the Imperial Government in 1868, the Basutos settled down, under the government of an agent with a strong force of police, to peaceful occupations, and became the most industrious, prosperous, and law-abiding tribe in South Africa; more land was then cultivated in Basutoland than in an area twenty times as large occupied by Europeans; the farms bordering on Basutoland became the most valuable in the Free State, and the Dutch flocks and herds roamed at large night and day over unenclosed pastures; theft was almost unknown, only three cases occurring in a year along a border of 180 miles. Basutoland was the model native territory in South Africa.

In 1871 Basutoland was transferred from Imperial to colonial rule; this was against the wish of Cape Colony, and a year before they had full representative government; it was done by the High Commissioner, on direct orders from home, and without any reference to the Basutos themselves. A population of 250,000 contented loyal people, whose government did not entail one penny of expenditure on the British taxpayer, and whose export and import trade had developed from nothing in 1866 to 300,000*l.* in 1871, was transferred to Cape Colony, to be taxed and governed by a local parliament just new born.

In 1877 came the Galeka war, and a new Cape ministry, whose

policy resulted in a succession of native wars, "to uphold the supremacy of the white race over the black," the *sine quâ non* of which was to disarm the natives by force. Disarmament had previously been applied to the Basutos in Natal and to the Fingoes (a tribe who had always been friendly to the British), and now an attempt was made to extend it to the rest of the Basutos, who had been loyal and useful to us in our war against the Zulus. When there seemed a prospect of peace after the defeat of Ketchwayo, the Cape ministry, in spite of the warning of the Home Government, of Sir G. Wolseley, and of the missionaries in Basutoland, that the measure was premature and hazardous, decided to disarm the Basutos whom they had previously armed when their services were needed. The measure might have been a wise precaution, if the Cape Government had been strong enough to protect the Basutos, which also means if it had been strong enough to coerce them. It was supposed that the disarmament would be carried out peacefully, just as it had been supposed that Ketchwayo would have yielded peacefully to the ultimatum addressed to him. But the Basutos refused to be left at the mercy of other tribes which they had offended by assisting the whites; and they doubted the power of the Cape Government to protect them. In March, 1879, the chief Moirosi broke into rebellion, and the Cape forces twice tried to take his mountain by storm, and failed both times most disastrously; a subsequent attempt to storm the place succeeded no better, and while his tribe held its own it was too much to expect the other tribes to disarm. The Cape ministry temporised in November, 1879, and "expressed a hope that when peace had been restored throughout South Africa the Basutos would peaceably give up their guns." In August, 1880, Sir Bartle Frere was recalled; but in September, 1880, the Cape Government found themselves in for a regular war with the Basutos. This had to be carried on entirely by the colonial forces, the Volunteers, Cape Mounted Rifles, and Kimberley Horse, and the Fingoes who were again armed and called the "Transkei Militia." The burgher forces of Cape Colony had to be called out, to the number of 12,000 (native and European together); farmers and traders had to be dragged from their respective occupations, and the lives and business prospects of the colonists had to be freely sacrificed. Nearly one half of the male population were placed under arms. They all behaved admirably, and their conduct in the field merited, though it did not meet, success. This was the Basuto

war that was being carried on simultaneously with the Transvaal war, when H.M.S. *Bacchante* was at Cape Town. After a tedious struggle, in which neither party obtained a decisive victory, and the expenditure of many valuable lives and of six millions sterling out of the scanty exchequer of the Cape Colony, after the Basutos had been impoverished, the colony humiliated, and the trade with Basutoland ruined, which, previous to this futile attempt at disarmament, had been estimated to be worth half a million a year, in April 1881 Sir Hercules Robinson as High Commissioner gave his award. The Peace Proclamation Act was passed by the Cape Parliament in 1882, restoring to the Basutos the full liberty to possess the guns to preserve which they had broken into rebellion; the only marks of subservience to colonial authority demanded being the reception of a few magistrates and the payment of the hut-tax. Even this, however, was steadily refused by a section of the Basutos under Masupha son of Moshesh, and complied with inadequately by the rest. Two rival chiefs broke out into civil war, and the inability of the Cape Government to restore order proved beyond question that the colonial authority in Basutoland was an empty farce. Was the colony to enter on another war, or abandon Basutoland altogether? The Imperial Government declined to assist the colonists with either a shilling or a soldier, but "impressed upon them the fact that the privileges of responsible government involved the duties of self defence;" to which the colonists answered that "they never desired the government of huge native territories, and that Basutoland was annexed to Cape Colony against their wish." As early as March, 1880, the Cape ministry had appealed to General Gordon—his genius for understanding and managing the native character being as well known at the Cape as in other parts of the world—and offered him a military command against the Basutos, which he, however, declined. But the next year, impressed with the spectacle of the tangled conflict between the Basutos and the colony, he took the initiative, and volunteered his assistance towards terminating the war and administering Basutoland. His aid was then neither declined nor accepted till the new Cape ministry again invited him in February, 1882. They made him Commandant-General of the Cape Colony, and he was requested to remodel the colonial military establishment. He agreed in May to visit Masupha, under a distinct understanding with the ministry that if he visited him he could not afterwards fight him, as he would think that treacherous.

While Gordon was on a mission of peace in Masupha's kraal, and arranging as he hoped a pacification with him, the Cape Secretary for Native Affairs instigated a rival Basuto chief, Lerothodi, to organise a warlike expedition against Masupha. Regarding this as a breach of faith, General Gordon telegraphed his resignation, which was as promptly accepted, the Cape premier replying to General Gordon and "recording his conviction that the continuance of the General in the position he occupied would not be conducive to the public interest." Had the Cape been ready to confide its war department as well as that for native affairs to the supreme management of General Gordon, the results would probably have been as honourable and successful, and even as economical, as at one time was anticipated. But the ministry of the Cape Colony was not likely, any more than an Imperial ministry (except for an occasional spasm), to abdicate its right to treat its officials as servants amenable to its party exigencies. The general character of the native policy of a colony like the Cape should have warned any one less chivalrous than General Gordon that it was not a scene for the display of the attributes of chivalry; and that to endeavour to combine the functions of soldier, diplomatist and mediator, was certain, here at any rate, to produce an inconvenient personal dilemma.

Before leaving the Cape, General Gordon wrote a memorandum on "The Native Question of South Africa" and left it in the hands of the Cape ministry. The following are some of its contents.

"1. The native question in South Africa is not a difficult one to an outsider. The difficulty lies in procuring a body of men who will have strength of purpose to carry out a definite policy with respect to the natives.

"2. The strained relations which exist between the colonist and the native are the outcome of employing, as a rule, magistrates lacking in tact, sympathy, and capacity to deal with the natives; in the Government not supervising the action of these magistrates, and in condoning their conduct while acknowledging those faults which come to their cognisance.

"3. The Colonial Government act in the nomination of native magistrates as if their duties were such as any one could fulfil, instead of being, as they are, duties requiring the greatest tact and judgment. There can be no doubt but that in a great measure, indeed one may say entirely, disturbances among the natives are

caused by the lack of judgment, or of honesty, or of tact, on the part of the magistrates in the native territories. There may be here and there good magistrates, but the defects of the bad ones react on the good ones. Revolt is contagious and spreads rapidly among the natives.

"4. One may say no supervision in the full sense of the term exists over the action of magistrates in native territories. They report to headquarters what suits them, but unless some very flagrant injustice is brought to light, which is often condoned, the Government know nothing. The consequence is that a continual series of petty injustices rankle in the minds of the natives, who eventually break out into a revolt, in the midst of which Government does not trouble to investigate the causes of such revolt, but is occupied in its suppression. The history of the South African wars is essentially, as Sir G. Cathcart puts it, 'Wars undertaken in support of unjustifiable acts.'"

General Gordon recommended (5 and 6) a Commission "to inquire patiently and fearlessly into every detail of administration, the limits of territory of each district chief, and their every grievance, as the *sine quâ non* of any quiet in the native territories," and then proceeded:—

"7. It must be borne in mind that these native territories cost the colony for administration some 6,000*l.* per annum for magistracies; for the receipts bring only some 3,000*l.*, and the payments are about 9,000*l.* per annum. There has also been a recent expenditure of 150,000*l.* for regular troops. The administration of Basutoland is on a scale costing 30,000*l.* per annum.

"13. Nothing can possibly be worse than the present state of affairs in native administration, and the interests of the colony demand a vertebrate government of some sort, whoever it may be composed of, instead of the invertebrate formation that is now called a government, which drifts into and creates its own difficulties.

"C. G. GORDON.

"*October* 19, 1882."

The policy of the Cape ministry was the same as has always been applied in all these native imbroglios, from one end of South Africa to the other, to play off one set of clan-chiefs against another, and to use the rival claims of the tribes for the furtherance of their own objects. Not only Cape ministries, but British imperial and Dutch republican authorities have almost invariably gone that

way to work. And the natives lend themselves just as easily to this policy as did the early inhabitants of Britain, when they invoked the aid of our Saxon ancestors from Germany, and always with the same consequences. Whoever comes in as the ally of the one utterly defeats the other, and takes half the tribal territory as a reward. Ultimately he absorbs the territory left at the first to his ally.

In this case the Cape ministry sought to play off the "loyal" chiefs Letsea and Lerothodi against the "rebel" Masupha. The policy had originally failed some months before, and General Gordon wished to bring moral force to bear upon Masupha by personal interviews and to obtain a hold over him by constant intercourse with him. Masupha told General Gordon—"I like the Dutchmen, they like me, we are friends;" which was a candid confession for a chief to make whom the British had supposed they had delivered from the hands of these same Free State farmers. General Gordon's idea from the beginning was to give a kind of home rule to the Basutos. He offered to stay as Resident with Masupha for two years, giving up all other employment, and Masupha was to collect the hut-tax to pay for the subordinate magistrates and border police that might be necessary.

After Gordon had abandoned South Africa, and left the Cape ministry to carry out their own policy, the "loyal" chiefs, Letsea and Lerothodi, who were relied on to reduce Masupha to obedience, turned out to be broken reeds: and the only alternatives were either a renewal of the war or the abandonment by the colony of Basutoland, which in the end of 1882 was in a worse state than it had ever been in. Mr. Scanlen's government (which came into office by denouncing Mr. Sprigg's cabinet as one of warlike proclivities) determined to coerce Masupha at any cost. The Cape Government however possessed only an army of 900 mounted rifles and 300 infantry. Masupha could bring into the field 8,000 men, and if joined by the "loyal" chiefs, three times as many. The burghers of Cape Colony were reluctant to volunteer, for they knew that if they fought they would not, in the event of conquering the Basutos, be allowed to finish the war in their own way by the Home Government, who would step in at the last moment as it had done before, and prevent any of the land of the natives being taken. It was proposed to borrow Imperial troops to do the work for the colony. For 600,000*l*., the cost of a three months' campaign, it was reckoned the coercion could be effected. The Africander party in

Cape Colony advocated handing Basutoland over to the Orange Free State. Others proposed to replace Basutoland in the hands of the Imperial Government as it was from 1868 to 1871. It was argued that the Basutos had always professed their loyalty to "the Queen" while objecting to being made the sport of fluctuating ministries at Cape Town. It was stated that the country was rich and would be no burden to the British tax-payer, that the expenses of the Resident, the magistrates, and policemen would be covered as they had been up to 1871 by a native hut-tax.

In the debate in the House of Lords on the resumption of Imperial authority over Basutoland, Lord Carnarvon uttered the prophetic warning—"He was tolerably confident that at present the great part of the people would accept our rule cheerfully; but a few years hence (and he spoke in 1883) questions might arise as to how far the chiefs themselves would obey." Sir Hercules Robinson was equally prophetic when he said in the same year:—"The Basutos should be encouraged and assisted to establish a system of local self-government, suffi ciently stable to enable them to suppress crime and settle intertribal disputes . . . but unless great judgment, tact, forbearance, and, above all, patience are shown in building up the house again, Her Majesty's Government may at any time find themselves reduced to the choice of retiring from the country in the face of defiance, or of sending a considerable force to subdue or expel some insubordinate chief or chiefs."

After much hesitation, in February, 1884, the Imperial Government undertook the charge of Basutoland, the Cape Colony voting an annual subsidy of 20,000*l.* a year in aid of the expense thus entailed upon the Home Government.

Lord Derby, in describing the policy determined on by the Imperial Government, said:—

"We do not propose to make Basutoland a Crown colony, or to introduce the costly machinery of European officers. We wish the Basutos to employ their own machinery of government, and that they should be governed according to their own customs." But it was "too late"—what had been done could not be undone. It was impossible to go back to 1871 as if nothing had occurred in the interval. The Basutos were no longer the prosperous, contented and easily-governed people that they were when we first undertook their protection. They had lost their faith in the Queen's Government and in white men generally, and they had learned white men's vices, drunkenness in particular.

However, when the Imperial Government took over the country, a special regulation was introduced, similar to the stringent one prevalent in the Orange Free State, prohibiting the sale of any spirituous liquors in Basutoland. But a liking for these liquors has seized upon the chiefs, and this is at the bottom of their present opposition to English rule. They fancy also that, having successfully resisted the Cape Colony, they are more powerful than ever. Of the two leading chiefs, Letsea, who claims to be paramount, made a profession of leading the loyals and accepting all that was proposed. At the time about two-thirds of the natives followed him in his nominal asseverations of loyalty, and one-third followed the other great chief, Masupha, who said he would not come under the new rule; he would, indeed, be a "Queen's man," but only to rule for himself in the Queen's name. What has since happened proves that neither was sincere. They both looked upon British supremacy as a cheap means of warding off outside foes in general, and the Free State Boers in particular; and Masupha has refused to recognise the British Resident who was sent to uphold Imperial authority.

The tax of ten shillings on each hut, which in 1871 brought in 20,000*l*., in 1885 brought in only 5,000*l*., although the natives are far more numerous now than they were then. The "rebel" chiefs and the "loyals" continue their mutual fightings, with the consequence that large numbers of refugee Basutos, women, children, and cattle were (and are being constantly still, in 1885) driven across the River Caledon, which separates the Orange Free State from British territory. The President of that republic, always a warm friend of the English, has at last (July 15) formally protested to the British Government that irregularities of various sorts are committed within the border of the Free State by British subjects from Basutoland. He adds that the British Commissioner in Basutoland has not the necessary force at his disposal to maintain his authority, and that there will always be danger of disturbance until the British Government shows that it will establish its authority in Basutoland on a firm basis in accordance with the treaty of Aliwal of February 12th, 1869. He, however, suggests that Her Majesty's Government might deem it better to withdraw entirely from Basutoland and allow the Free State to maintain direct relations with the Basuto chiefs as the State was accustomed to do before the said treaty was concluded.

In this protest he is unanimously supported by the Volksraad of

the Free State. England is asked either to govern the Basutos effectually herself, or to allow the Free State to govern them. The lamentable results of the abortive attemps at Imperial rule are as manifest in Basutoland as in Zululand: it is no government at all, but rather the perpetuation of disorder: it is absolutely no profit or advantage to the Home Government, but generates quarrels not only between the white man and the black, but also between the Dutch and English races in South Africa.

II. Neither is the history of what has occurred in Betschuanaland any more satisfactory. This is a great tract of fairly fertile country, stretching 600 miles north and south, by 100 miles in width, on the west of the Transvaal, and north of Griqualand West and of the Orange Free State, at an average height of 5,000 feet above sea-level. Throughout the whole of this enormous territory there are no more than 200,000 Betschuanas, who occupy for pastoral purposes a mere fractional part of the land that lies between the Kalahari desert and the Transvaal.

The Betschuanas, like all the Kaffir race, are divided into tribes, and these again into clans, each headed by rival chiefs; and their jealousies and tribal and clan animosities are sure to afford an opening for the well-intentioned or ill-intentioned intrigue of white neighbours or settlers. The tribal government of all natives upon the borders of settled districts becomes weak from its contact with a higher civilisation.[1] Missionaries, travelling traders, and land speculators, cannot hold themselves entirely aloof, do what they will, from the strife and disturbance occasioned by these rivalries; cattle lifting, the favourite pursuit of the Kaffirs, begins, and the colonists suffer and are forced to take sides. Betschuana, like other border lands, soon became a kind of Alsatia for all the lawless adventurers and fugitives from justice, the waifs and strays from the adjoining provinces, whether British or Dutch. In 1878 Moshette was rival for the paramount chieftainship of the Baralongs with Montsioa.

[1] In South Africa, and outside the British frontiers, there have been established since 1830 no less than 200 Mission stations, containing 812 European teachers of various Christian bodies—the Dutch Reformed Church, the London Missionary Society, the Roman Catholics, Anglicans, and Danes. Each of these teachers has some knowledge of the native languages, and is in constant intercourse with natives of all classes, with whom, inevitably, he is drawn into more or less fast friendship or the reverse. The traders travel through the country, one European and about sixty armed natives with each ox waggon. One Swedish house in Cape Town employs sixty such waggons, and turns over a capital of 200,000*l.* a year; but the occupation of travelling trader is followed by hundreds, even thousands of others, who have only capital enough to buy a waggon and a span of twelve or fifteen oxen, and start from one of the ports of Cape Colony with a cargo of goods.

This latter had formerly admitted the other's precedence by birth for the headship, but asserted that he had been elected in 1870 by the other chiefs. At the end of 1881 Moshette secured the services of eighty white men to support his rights, and by the end of 1882 had with him some hundreds; many of these adventurers came from the unsettled parts of the Transvaal, though they were not all Dutch. Of the Baralongs themselves 15,000 followed Moshette and 10,000 acknowledged Montsioa. To add to the confusion, Massouw, another clan chief, was at loggerheads with Mankoroane of the Batlapin tribe. As the latter was an old enemy of Moshette's since 1858, Massouw naturally espoused the opposite side; so now there were Montsioa and Mankoroane on one side, against Moshette and Massouw on the other. The two first were well known as shifty and cruel chiefs; Montsioa had been wont to burn and skin his enemies; and of Mankoroane, Colonel Warren had complained in 1878, "that there is no doubt that, while he has been holding out one hand to us as an ally, he has also been assisting the enemies of the British with the other;" and as Sir Hercules Robinson afterwards stated, "he had only himself to thank for the trouble that befell him from unnecessarily interfering between Moshette and Montsioa."

Both the Cape Government and the Transvaal protested they would take neither side. However, spite of all precautions, a handful of white men out of Griqualand West, under Mr. Christopher Bethell (who afterwards was one of the founders of the Republic of Goshen), managed to assist Mankoroane and Montsioa. These two chiefs apparently began the war that ensued. The mischief grew, and as the native squabbles on one side had been espoused by a motley gang out of Griqualand, so the other side was now assisted by a similar gang out of the Transvaal. By the end of 1882 Mankoroane and Montsioa's men were overpowered by Moshette and Massouw and their men; Mankoroane lost the greater part of his country, the south part of Betschuanaland, or Batlapin district—large grants in which were given by his victorious rival to the white men who had helped him, and henceforth called Stellaland; and from Montsioa, a territory seventy-five miles long by forty broad (north of Stellaland), was taken by Moshette from the Baralong territory for another white community, and called Goshen, on account of its fertility. A period of peace followed—nearly two years. In Stellaland farms were marked out, and an administration was formed; Vrijberg (Free Town) sprang

up, and things began to settle down. Orderly citizens from Cape Colony, from the Transvaal, and from the Orange Free State, occupied the farms, having bought them from the original speculators. In Goshen, however, the old savage Montsioa still gave trouble by further acts of aggression, and settlement was impossible; thither, too, most of the lawless white men naturally drifted on; a number of deserters from the British army swelled the ranks of the freebooters, and these were "the worst of the lot."

In March, 1883, Lord Derby wrote: "Betschuanaland is beyond our borders; it is of no interest to us for Imperial purposes, and politically it is useless to us;" nevertheless, impelled by generous motives, he offered Mankoroane and Montsioa "moderate allowances if, when driven out of the land they had claimed as their own, they could be located in British territory." The Transvaal, on the other side, proposed that their rivals, Moshette and Massouw, should be included, according to the expressed wish of these chiefs, within the borders of the Transvaal. Up to this time neither the British Government nor that of the Transvaal had interfered. But on January 30th, 1884, a British Protectorate was proclaimed over the whole of Betschuanaland; and the Reverend Mr. Mackenzie was appointed Special Commissioner under Sir Hercules Robinson, on whom was conferred, as High Commissioner, "civil and criminal jurisdiction in the parts of South Africa west of the boundary of the Transvaal, north of the Cape Colony, east of 20° E. longitude, and south of 22° S. latitude." Arriving at Vrijberg, the capital of Stellaland, he found the majority of the whites there, headed by Van Niekerk, desired annexation to Cape Colony, while a minority wished to become a Crown Colony under direct Imperial rule. Mr. Mackenzie strongly favoured the latter. Party spirit rose higher and higher. A change of ministry took place at the Cape. The outgoing ministers had promised a quota towards the expenses of the Protectorate; their successors declined to endorse the undertaking, but promised to submit proposals for annexing Stellaland to Cape Colony next session. In August Mr. Mackenzie resigned, in deference to the urgently expressed wishes alike of the Cape Government, of the Transvaal, and of the High Commissioner, as representing Great Britain. His successor, Mr. Rhodes (who had been a member of the Cape ministry), only averted civil war and saved the British Protectorate by conceding, on September 8th, 1884, self-government to Stellaland under Van Niekerk, by cancelling most of Mr. Mackenzie's acts, and by fully

recognising all the titles to the land that had been occupied before the country was taken under the British Protectorate.

Sir Charles Warren was appointed Special Commissioner for Betschuanaland; his expedition left England in November, and arrived at the Cape in December, 1884. The military success the expedition at first met with was largely due to the loyal co-operation of Sir John Brand, President of the Orange Free State, and of President Krüger of the Transvaal. Both met Sir Charles Warren; the latter especially expressed his disapproval of the violent acts of the Goshen freebooters, and manifested great readiness to co-operate with the British authorities; many volunteers from the Transvaal and the Orange Free State joined his field force. Since then things have not gone on so smoothly as they at first promised to do. In Stellaland—where the administration of Van Niekerk had been recognised by Mr. Mackenzie and Mr. Rhodes, and ratified by Sir H. Robinson, by Lord Derby, and by Sir C. Warren on his first arrival at Cape Town—many causes of dissension have arisen. Van Niekerk was arrested by Sir C. Warren on a charge of murder, said to have been committed two years before, and sent to be tried in Cape Colony; the Crown prosecutor declined, however, to proceed against him. Mr. Rhodes resigned, on account of what he considered a breach of faith towards the Stellaland administration by this arrest, and Mr. Mackenzie returned, at the invitation of Sir C. Warren, to Betschuanaland, although the British Government "deprecated his presence as inexpedient," and Sir H. Robinson as "mischievous;" another official, who had been dismissed by the Cape Government, was also invited to go up as his legal and financial adviser. In March, 1885, Sir Hercules Robinson "disclaims all responsibility for what Sir Charles Warren is doing, and thinks his proceedings are wanting in integrity, judgment, and good faith." He has turned the friendship of the Orange Free State and of the Transvaal into distrust and alarm; and irritated the whole Dutch population throughout Cape Colony, and the whole of South Africa into sullenness and suspicion, chiefly because he has recommended the total and absolute exclusion of all settlers of Dutch origin from Betschuanaland for the future.

In April, 1885, Sir C. Warren went north, and on May 8th he met Khama, the ostensible overlord of the Bamangwato tribes (although there is another brother who claims the chieftainship and is supported by a considerable following). Khama renewed the offer he had made in 1878 of his territories to the British,

hoping thus to be secured in them against the lawless English and Dutch, whose neighbourhood he dreads, and also against his hereditary enemies, further north, the Matabele Zulus, under their chief Lobengula son of Moselikatsi, who has ten soldiers to every one that Khama can raise. Sir Charles Warren accepted Khama's offer. The chief stipulated that no drink should be introduced into his country; that no land sales should take place (as Kaffir tribes cannot alienate tribal land), but that farms should be leased only; that his own shooting and hunting rights should be reserved, and that no travelling traders or huntsmen should come, but only *bonâ fide* English and not Dutch settlers, and that none such should take the farms unless he, as landlord, approved of them: "I expect that the English people who come into the country should fight for it and protect it, having provided themselves with horses and guns for the purpose," in fact become his military retainers.

Lord Derby however, on May 28th, declared in a despatch that "it is absolutely necessary that the heavy expenditure connected with this expedition should be terminated as soon as possible. Her Majesty's Government have no intention of creating a Crown Colony in Betschuanaland, and continue to wish that Cape Colony should assume management of Protectorate without delay."

On August 5th, 1885, Colonel Stanley, who had succeeded Lord Derby at the Colonial Office, on receiving a deputation, stated that "however grand and tempting the offer of the chief Khama might have appeared to be at first sight, it was one which required to be very carefully weighed before it could be entertained by the Government, and I have not found, and do not think myself likely to find, myself in a position to recommend to my colleagues the acceptance of that offer. It seems to me, whatever may have been the good faith of that offer, it certainly, if we rightly understood it, would have included the offer of districts over which the authority was certainly not unquestioned, and involved other considerations with regard to which, for my part, I was not prepared to make any recommendation."

III. The Swazis form the third great native State. They occupy the country to the east of the Transvaal; their independence was guaranteed by the London Convention with the Transvaal in 1882. In 1883, however, a British emissary was despatched to their country and reported that the "Swazis would be glad to be under the English and pay taxes to them." In May,

1884, Lord Derby "concurred in the opinion expressed by Sir H. Robinson in the advantages which might result from the establishment of a British agent on their borders," but beyond that nothing has been done. They have not yet been conquered, disarmed, and divided one against the other by England, like the Zulus, and it is quite possible that they may be able to hold their own against all intruding freebooters; for they are a more warlike race than the Betschuanas.

These then are the three main conditions—*A*, the two British Colonies; *B*, the two Dutch Republics; and *C*, the Native races,—with which we have to deal in South Africa. Each of the three, the Dutch, the English, and the coloured races, regard themselves, and are regarded by others in England, as possessing paramount claims for consideration; and according as the advocates of one or the other have from time to time had the ear of the British public, so from time to time a policy sometimes in favour of one, sometimes in favour of the other, has been adopted. Such a course has intensified the confusion, has stirred every bitterness, and been productive of endless expense both in blood and money. Having, however, grasped the fact that there are three constituent elements of the question, it will then be necessary to consider what course is British policy prepared consistently to take in the future with reference to each. As regards the two first (*A* and *B*) there cannot be much doubt about the answer: having given them independent government, if they wish to separate from the Empire and set up for themselves, we shall part as friends. If they deliberately elect on the other hand to remain, as loyal Africanders, part and parcel of the British Empire, then we will in our turn stand by them to the end; but we must have a thorough understanding in the future with reference to the cost and organisation of this South African portion of the Empire. If they left us, we should at once be freed from all attempt to deal with *C*. But if the British flag is to remain in South Africa, then the main object to be kept in view would seem to be; first, to bring about between the four variously-governed European communities at the Cape something approaching to uniformity of system and action upon matters of common concern; secondly, to allay and eventually extinguish race animosities between the two European sections; and thirdly, to provide for the protection of the natives and their gradual elevation in the scale of civilisation, while arranging for that expansion

of the white race which is inevitable, and which, if properly regulated, will prove of great advantage to all concerned. All three problems must be solved too in such a way as not to be contradictory the one to the other, and the last of them embraces the whole question of frontier policy, and is the one which has constituted for so long a time the main difficulty in the administration of South Africa by both the Dutch and English races. There are really only two courses of consistent policy, one or other of which must be adopted and persistently followed. Either, (1) leave the native question to be dealt with wholly and solely by the white inhabitants of South Africa themselves, without any interference from home. Then that which is now a cause of dissension between the two Dutch Republics and the two English colonies would become a bond of union; the Dutch and English would live together in peace, and be thoroughly loyal to England. Or, (2) make all the extra-colonial territories—Zululand, Betschuanaland, Pondoland, Basutoland, and the Transkeian Kaffirs—one large Crown Colony administered on one uniform, consistent, intelligent system; make the Protectorate over these races a reality, not merely a name as it is now, by placing them thus under one Viceroy responsible to the Crown alone, and with a sufficient force at his command to nip in the bud any intertribal outbreak, cattle stealing, or disturbance; and thus leave the four European communities with free responsible institutions to manage their own local affairs within their own borders, undistracted by the native frontier question at all. These are the only two practical solutions possible; either give up the pretence of control, or else make it really effective. If the first of these alternations be rejected, nothing remains but the second: no third exists. As the question which shall be adopted is still undecided, it will be most convenient merely to give a summary of the arguments that have been advanced by the advocates of each.

1. The policy adopted deliberately by Great Britain for years past towards all her colonies in every part of the world, and by both political parties, has been to withdraw the Imperial troops from the colonies and leave them to deal with their own internal defence. And in South Africa before the Basuto war broke out, we had "arrived at the point (to quote Lord Kimberley's words, Nov. 16, 1880) at which we have withdrawn from the colony all our troops except the garrison of Cape Town, and it is understood to be there for Imperial purposes only; and if we were now to retrace our steps,

it would involve a complete reversal of what we have been doing for the last fifteen years. In New Zealand we took the course of withdrawing the troops, and leaving the Colonists alone with the natives. Nothing could be more unsuccessful than our treatment of native questions in New Zealand, and nothing could be more successful than the subsequent treatment of those questions by the Colonists. In the presence of a great responsibility and danger, they have shown moderation and wisdom, which I think we did not display while we had control of native affairs in New Zealand." What has happened there, would probably happen here; within certain areas the white man would remain supreme, and in others the native communities would remain impervious to attack. Great Britain would be better off without South Africa; and South Africa would be better off without Great Britain. In 1867, Sir M. H. Beach, speaking for the Conservative Government, maintained, in the House of Commons, that "we had no Imperial interest in South Africa except the holding of Cape Town, and that one battalion alone ought to be maintained in South Africa at the expense of the Home Government." The strategic value of the Cape (the only excuse we ever had for going to South Africa, and the only reason seriously put forward for our remaining there) is now, according to the opinion of many experts, exceedingly doubtful. Many ships steam from London to Melbourne or Calcutta without taking in coal or requiring a port of call at all; and in future wars it is probable that ironclads will be accompanied by steam colliers to supply them at sea, and the use of such spots as the Cape, even if fortified, will be *nil*. Few even of the hardiest Imperialists will contend that South Africa can or will in any way recompense us for the sacrifices of men and money which we have already been called upon to make in its behalf. What the Natives ask is to be let alone; what the majority of the Colonists ask is to be let alone, and that the development of South Africa should be regulated by the free play of natural forces.

2. On the other side it is urged: "If the Imperial Government does come away, it would soon have to go back again, for the white Colonists in South Africa are not strong enough to keep the natives under, and England could not resist the cry for help when the whites were hard pressed. And besides, Great Britain has a moral responsibility as regards the natives, and cannot decline to uphold their rights; and it is most important that the trade route and missionary road into the centre of Africa should remain in the

possession of the Queen's Government, and not of an alien power that might be hostile to us. An Imperial Protectorate of all the tribes and races, under an impartial and sagacious ruler, with a little management would hold the balance even between the white and black races, and would be able to unite all the States of South Africa in a loose confederation under the protection of the British Crown. Such a Viceroy, or High Commissioner, should not be identified with any Colony or State; he should no more be Governor of one of the English Colonies than President of one of the Dutch Republics for the time being. He might be assisted with a Council, two members of which should be nominated by the Governor and Ministry of Cape Colony, one nominated by the President and Council of the Orange Free State, one similarly from the Transvaal, and one from Natal: and thus he would have the sense of power that would arise from his being assured of being backed up by each of these Governments. The contingent of police at his disposal to keep order and peace in the Imperial Protectorate should be recruited alike in the Dutch Republics and in the English Colonies, for the Dutch are no more in favour of filibustering than the English, and a firm and just government of the native races would be received by the Dutch in the Cape Colony, and in Natal, quite as favourably as by the English. The extreme cost to the Home Government for the establishment of such Protectorate could not exceed 300,000*l.* a year, the sum that Cape Colony and Natal now cost the Imperial exchequer annually. Such expense would be nothing in comparison to the cost of such an expedition as Sir Charles Warren's to Betschuanaland, or even the maintenance of the British garrison in the Zulu Reserve. The native tribal government of the Protected States would be interfered with as little as possible; except in places where large numbers of white men have established themselves (as in Stellaland and the New Republic), there would be none of the machinery of European administration; the salary of such Viceroy, his subordinate magistrates, and his police force could well be provided from local sources, for the wealth and value of these lands are well known and would compensate England for all expenditure; and as the regions were steadily developed it would soon be reimbursed. In the Crown Colony of Natal half a million of blacks are governed by Imperial officers with perfect success; and a similar result might be anticipated if all the natives in South Africa, south of the Vaal River, were similarly directed, protected and governed by the Crown."

To which the reply is made: "If this result will so readily and easily follow, there is nothing to prevent the Colonists in South Africa from securing it for themselves by combination without Imperial intervention. An Imperial Protectorate would be altogether wrong in principle. If the Colonists were relieved of all responsibility, through the frontier being taken charge of by the Imperial troops and the Imperial Government, we should find the chances of native wars would not be diminished but would probably be increased; whereas if the Colonists found they had to pay the expense of serious operations, they would speedily discover a method of arranging matters with the natives. As it is now, many of the Colonists are enriched by each Imperial war, through the contracts, carrying trade, and increase in the imports thereby occasioned. Not only are they freed from all cost of paying for such wars, but they pay themselves out of them. 'To open up and defend a trade route, and to protect the rights of the natives,' are formulas to conjure with at public meetings, and to raise public sentiment, in England; but when calmly examined they are found to be such as afford no firm basis for practical politicians to act upon. The whole interior of South Africa has been a scene of blood and fire and vapour of smoke; entire villages have been destroyed, miserable men, women, and children have been slaughtered, in the name of philanthropy and trade. The King of Dahomey has slain his thousands to the manes of his ancestors, but England has literally slain her ten thousands to this *ignis fatuus* of civilisation; so that many sincere advocates of the natives urge that it were wiser, and more conducive to their truest interests, to leave them alone with the Colonists than patronise and protect them from home. In all such protections of weaker races by Great Britain, the fable of the dwarf and the giant holds good; and the dwarf always suffers. We have enough black men on our hands already, without taking over all South Africans. These spasmodic and passionate sentiments of love for the aborigines are always succeeded by cold fits: reaction surely comes, and when reasons of economy have caused the protective forces to be reduced and finally removed, the natives find to their cost that their last state is worse than their first. Moreover, when the question is stirred of 'keeping promises' to them, it may be asked 'which?' For so many have been made, contradictory to each other, that to keep one set necessitates the breaking of another. Far better make no promises at all, and 'let the dead

past bury its dead.' Does it not stand to reason that the local governments at the Cape would manage soberly and steadily all those native questions, which concern them far more intimately than they do us, far better than England could pretend to do, where Ministries are bound always to consider party exigencies more than the real question in hand? We at home are also often without adequate information and knowledge, and are constantly, as a consequence, led into errors which inflict on the natives far greater evils than if matters were left to the control of the local authorities. As to trade routes, they will take care of themselves. If there is a demand for English goods in the interior, the traders at the Cape will purchase them fast enough, and make capital by transmitting them to the natives in the interior. Even the great bulk of the German trade with the interior is in English goods. It can be no duty of the Imperial Government to keep open trade routes for 'gas-pipes,' brandy-kegs, and such other wares as have paid twenty to forty per cent., and a good deal more in some cases, to swell the Cape revenues. Neither the British manufacturer nor the British taxpayer would benefit by the larger outlay required for the protection of such route, stretching away 1,100 miles into the interior. Let those who use it and make gains by it pay for the cost of keeping it open. We should find the burden far too severe for any advantages Great Britain and Ireland would obtain in return for such support to traders, natives, and missionaries. And as to supporting the latter by arms, the world has seen enough of turmoil and bloodshed in the name of religion, without our attempting anew to force religion upon a savage people. It is naught to say that we should do all this cheaply. For we should unquestionably have to spend a large sum for the purpose of maintaining a body of Imperial troops, call them contingent or what you please, in the country. If we were to undertake the Herculean task of maintaining order among all the contending chiefs in South Africa, we should be undertaking a task that would demand all the resources of the British Empire; and far from any advantage accruing from such accentuation of British supremacy in South Africa, two fatal results would probably arise. All the natives would be welded together by a common dread of the intentions of the white man; tribes which are now divided would be united in the common bond of resentment. When Sir Bartle Frere for one moment tried to carry out such unity of policy he failed, and we were involved in

wars all round; and since his time English prestige has enormously suffered in the eyes of all the natives in South Africa, and a peaceful solution of our Imperial differences with them would, therefore, be more remote now than ever. The other result that would be almost sure to ensue is, that if not content with possessing the titular headship of Cape Colony and Natal, England were to claim to be the Supreme Power over the whole of South Africa, she would certainly drive the South African Republic and the Orange Free State into a protective alliance with Holland or Germany to accentuate their national position in turn. The supposed Viceroy would either have to override his council, or they would hopelessly squabble among themselves. The jealousy against Imperial interference is great in Cape Colony now, and in the Dutch Republics; and such jealousy would come to a head and be intensified by such ostentatious intrusion of a paramount power.

"Undoubtedly the only alternative to annexation is to give up all interference, and finally to withdraw. There are two policies open to England in South Africa, one is the policy of prudence, and the other is that of extension. And the force of circumstances will sooner or later compel this country to abandon the policy of extending its responsibility in the government of South Africa. It is impossible to draw a line beyond which the force of circumstances will not compel us to go: at one time it will be the Vaal River, another time the 22nd parallel, at another time the Zambesi, and at another the Mountains of the Moon. Wherever the line was drawn there would exist on the other side of it the same elements of disorder, and a further advance would be necessary; and the prospect of a continuous advance is one of the greatest arguments against any advance at all. Neither philanthropic indignation nor patriotic bluster is the least use in this case. To talk of such refusal to undertake the Protectorate as a confession of humiliation, a loss to the Empire, and a sign of the decadence of Great Britain is the last resource when all argument is exhausted. But humiliation will only come if we hold on to the untenable, illogical, and utterly wasteful position we now occupy; the 'loss to the Empire' is this running sore in South Africa, which requires us periodically to squander millions in spasmodic efforts to staunch the wounds which our presence, if it does not create, at least aggravates.

"The total area of the temperate region in South Africa is one million square miles, that is one-third the size of Europe and six

times the size of France; such a country, without doubt, must have a magnificent future in store. But England's duty is to let it alone, as it wants to be let alone, for meddling here has produced nothing but muddling. The Colony is no use to us for emigration, or for any other purpose, as it is; it may become in the hands of those who originally colonised it, and who have become passionately attached to its soil, the threshold of another America, destined to be founded in central Africa. The British race has the whole of the Continents of America and of Australia for its overplus of population, and can well afford to stand on one side and let another branch of the Teutonic stock have this."

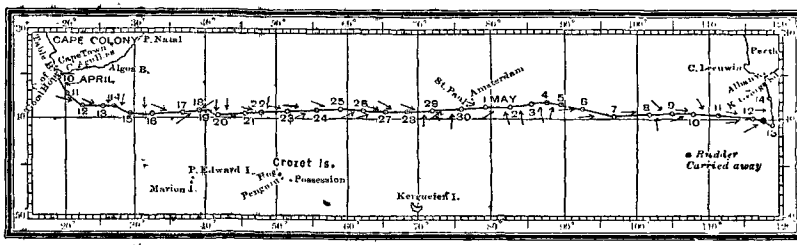
Such are the arguments that have been put forward by responsible statesmen on either side, and according to the bias of our natural temperament shall we individually be inclined to accept one or the other. The decision as to which will ultimately prevail depends upon which temperaments are in a majority in the British electorate; let us count heads and have done with it. But the most thorough and business-like way of concluding the matter before determining either to abandon South Africa once for all, or to set up one Imperial Protectorate over the whole of the extra-colonial native tribes, would be to appoint a Royal Commission instructed to invite and examine the opinions of experienced Cape statesmen, Dutch and English, of Sir John Brand and President Krüger, as well as those of present and past High Commissioners; to inquire into the question in all its bearings; to judge of it, not only in the light of local experience, but also of successful administration of coloured races in India, Ceylon, Singapore, Fiji, New Zealand and the West Indies; and to report as to the necessary administrative and fiscal details of such proposed Protectorate. Then, having been thus put fully in possession of all the facts of the case, let the British public choose one or other of these schemes and abide by it.] [1]

April 9th.—Squadron preparing for sea, after having been in harbour since February 16th. We weighed the port anchor at 10.30 A.M., hoisted the boats in at 11 A.M. After dinner shortened in. Wrote last letters for England: saw Mr. Southey, who had kindly come on board to say good-bye, and then at 6 P.M. (the same hour as we anchored here) weighed from Simon's Bay, having been at the Cape for over seven anxious weeks. A mail from

[1] For after-thoughts on this subject, see vol. ii. pp. 303-9.

England was due to arrive in a few hours but we did not wait for it: it will follow us in one of the Orient Line and arrive at Melbourne long before we do. There was the slightest breeze from the south-east and it was a lovely night; the Roman Rock, Elsey Hill and the Cape Light, were the last we saw of this at present ill-starred land as they faded away in the distance, and the squadron steamed at a speed of five knots out of Simon's Bay. Good-bye to South Africa.

CAPE OF GOOD HOPE TO AUSTRALIA.



April 10*th, Palm Sunday*—It was a lovely night, with only a slight swell outside, which this morning has become a heavy one off the Agulhas bank. We steam on towards the south, rolling 8°; hardly any wind. The usual church service on the main deck. The sun went down over the dark blue water amid a profusion of light whirling wisps of cloud. It is a fine night again, but the moon has a halo round it. Admiral has signalled "*rendezvous* ten miles south of Cape Otway," nearly 6,000 miles away, so if any of us get separated on the way, we shall not meet again for a considerable time. It will probably take us forty-two or more days to reach Melbourne from here. The programme of the cruise as now settled is that we should arrive there May 20th, leave 28th; arrive Sydney 31st, leave Sydney June 14th; arrive Wellington (New Zealand) June 27th, arrive Christchurch 28th, leave July 4th; arrive Fiji 18th, leave 25th, and arrive Yokohama September 8th, thence as on former programme (p. 215).

April 11*th.*—In the forenoon, ships spread for target-practice, and exercised at general quarters, firing shot and shell. This over, the mids on the poop fired at the target with rifles, popping away some of them as many as thirty-two rounds, until they riddled the rum-cask, and sank it. The target employed at sea for practising, consists of such a cask, through which a stout ash-pole has been fixed before it is dropped overboard; a piece of

CAPE OF GOOD HOPE TO AUSTRALIA.

Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
April					S.	E.	°	°	°	°
10S.	S. 28 E.	..	95	S.E. 2·3	35·35	19·21	68	68	66	65
11	S. 27 E.	...	119	S.E.2·3, N.E. to E. 2·1	37·21	20·28	71	68	70	69
12	S. 44 E.	75	25	Calms & N.W. 5·6	38·54	22·23	61	65	64	63
13	N. 87 E.	153	...	N.W. 7·6, N.E. 2·3	38·46	25·39	63	59	66	61
14	S. 81 E.	46	7	N.E. 2	38·51	26·47	62	63	67	64
15	S. 68 E.	53	94	N.E. 3·4	39·48	29·42	67	67	65	66
16	N. 79 E.	121	...	N.E. 2·3, N. to N.W. 3·6, N.E. 4·6	39·24	32·15	60	60	61	57
17S.	N. 89 E.	215	...	N.W. 7·8·5	39·23	36·54	64	65	59	61
18	N. 84 E	102	...	N.W.W. & E. 2·3	39·12	39·4	60	59	61	62
19	S. 59 E.	69	...	N.E. to E. 3·5	39·47	40·21	63	62	63	62
20	S. 80 E.	71	...	E. to N.N.E 3·5	Nil	41·53	64	66	64	67
21	N. 86 E.	170	...	N.N.E. 6 7, N.W. 6·7, S.W. 6·8	39·48	45·36	61	65	52	53
22	N. 83 E.	105	...	S.W. to W. 7·4, N.W. to N.E. 3·4	39·35	47·51	65	61	58	57
23	N. 89 E.	174	...	N.E by N. 5·7, W.N.W. 3·6	39·32	51·36	65	63	59	56
24S.	N. 81 E.	179	...	N.W. to S.W. 4·6	39.6	55·24	56	64	53	56
25	S. 88 E.	162	...	S.W. 6·2, W. by N. 5	39·12	58·51	62	61	58	62
26	N. 89 E.	165	...	W.S.W. 4·7·4	39·10	62·24	62	62	59	59
27	East	126	...	S.W. by S. 4·2	39·9	Nil	62	62	60	61
28	S. 88 E.	169	...	W. by N. 5, N.W. 6·7	39·11	68·44	59	59	52	55
29	N. 89 E.	162	...	N.W. 6·9, S.W. 7·9	39·8	72·13	59	59	52	55
30	N. 89 E.	181	...	S.W. 6·8, W. 4	39·5	76·6	60	58	55	58
May										
1S.	N. 88 E.	171	...	N.W. 3·7	39·0	79·46	59	57	58	55
2	N 89 E.	141	...	N.W. 2·3, S.W. 3·6	38·58	82·47	53	58	52	51
3	N. 79 E.	143	...	S.W. 5·6, S E. 5·6	38·33	85·47	58	57	52	51
4	N. 82 E.	108	...	S.E. to S.W. 5·6, S. to S.W. 3·4	...	...	57	56	53	52
5	S. 79 E.	95	...	S.W. 3·4, W. to W. by N. 3·5	38·37	90·2	57	57	56	57
6	S. 76·30 E.	164	...	W.N.W. 4·6, W. to W.½S. 5·6	39·16	93·27	55	56	54	53
7	S 76 E.	193	...	S.W. 5·6, W. by N. 5	40·0	97·30	54	54	56	54
8S.	N. 86 E.	185	...	W. by N. 5·8	39·48	101·30	55	55	56	56
9	N. 87 E.	181	...	W. by N. 7·8, W.S.W. 6·8, S.W. 1·2	39·42	...	55	54	52	52
10	S. 87 E.	115	...	S.W. to N. by W. 1·5, W. by S. 4·5	39·47	107·55	52	53	55	53
11	S. 87 E.	184	...	S.W. 5·6, N.W. 3·7	...	111·55	57	54	57	55
12	S. 86 E.	220	...	N.W. 7·9, S.W. 7·9	40·13	116·41	53	52	46	46
13	S. 74 E.	103	25	W. by S. to S.W. 7·9·10, S.W. by W. 7·9	40·48	119·23	56	56	50	53
14	N. 6 W.	...	148	W. to N.W. 6·9, W. by N. 8·4	38·21	119·1	56	56	59	60
15S.	...	...	195 13	N.W. 4·8·5	...	...	57	57	64	60
		4501	721							

Total distance ..... 5222 miles.

coloured bunting, about three feet square, nailed to the pole, serves as the mark, as it floats at so many hundred yards distance from the ship. A couple of round shot are slung under the cask, in order to keep the flag upright. After dinner at 1.30 P.M., the squadron were exercising at steam tactics till dusk, at 6 P.M. Steam tactics are to ships at sea the same as manœuvring and handling bodies of men are to officers on shore: only instead of being executed by word of command, the orders for each formation are of course communicated by signal from the Admiral; the ships in succession, or together, turning so many points to port or so many to starboard as the case may be, to take up their new formation. There were many whales spouting and frolicking round; one came flopping up so suddenly and close to the ship that for a moment we thought it was a man overboard. After sunset there were signs of wind, so at 11.30 that night made plain sail, and just before midnight rove screw purchase and got up screw. At noon to-day we were distant from St. Paul's Island 2,686 miles.

April 12th.—We seem already to have picked up the westerlies and the Admiral has altered course accordingly to south-east; we are now on the 40° parallel of latitude; the wind being from the north-west is thus right aft, but with stunsails set both sides, the *Bacchante* is only making 6·8 knots, for we roll a good deal, 24° to starboard, and 21° to port, and there is a heavy swell. The *Bacchante* is, in fact, sailing the worst of the squadron to-day, and her bottom is probably very foul, judging from the barnacles with which the banjo frame of the screw was found to be covered when it was hoisted. A barque coming up astern, overtook us and sailed down between the lines. There were frequent rain-squalls during the day.

April 13th.—The sea and swell have much gone down during the night; at 8 A.M. we are only going four knots; a bright sunny morning, and the wind is still falling. The signal has been made "to chase" and away goes the *Inconstant* ahead, and the other four ships keep nearly abeam of each other. The *Cleopatra* and *Carysfort* were within a cable's length of us, one on our starboard quarter and the other on the port, most of the four and twenty hours. Scarcely a cloud or breath of wind all the afternoon or night.

April 14th.—A fine day but a dead calm; got the screw down at 6.30 A.M. and began steaming at 8 A.M., then spread for target practice, at which fired electric broadsides. In the afternoon we are at steam tactics, after which the squadron was organised into

three divisions, and formed columns of divisions in line ahead, second division to port, third division to starboard, of the flagship. The effect of this is that the flagship has the *Bacchante* on her port, and *Tourmaline* on her starboard beam, and these three ships sail along together abreast as the first line; astern of the *Bacchante* is the *Cleopatra*, and astern of the flagship is the *Carysfort*. In the evening there were heavy showers of rain.

April 15th, Good Friday.—In the middle watch, at 3 A.M., made plain sail, and set port stunsails. At 4.15 A.M. cleared lower deck, and all hands rove screw purchase, and got the screw up, as a gentle breeze had sprung up from the north-east. An American barque sailing in the same direction as ourselves overtook and passed us. Had church on the main deck. We are gradually getting more south; to-day we are on the 40th parallel, but over 5,000 miles from Cape Otway. The wind is very variable, and is going round from the north-east to the north-west, and the barometer is falling very fast.

April 16th.—A fine day but nearly calm, with light airs from the south-west. After breakfast went to the "chief" who had his hook and line overboard fishing for albatross, of which there were a great many flying round the ship. We were not long before we hooked one, and hauled him up on the glacis, and took him under the poop, where we skinned him: he was a beauty, measuring ten feet from tip to tip of his wings. Immediately afterwards the wind sprang up from the north-east, and took us all aback, one ship after the other, and during the afternoon it was very squally, with much rain: but the wind went round to the north-west, and freshening up took us along over nine knots. This night we rolled more than we have ever done since we have been in commission. All sorts of things were carried away in the cabin, amongst others a stanchion of one of the cots, which sent George rolling on the deck amid other things that had fetched away and were scattered there. "Something has happened" and a good deal of laughter were the first sounds that were heard after the crash. So no great harm was done.

April 17th, Easter Day.—A fine morning, the wind still fresh. The flagship is rolling along under topsails only, and yet drawing ahead of the squadron (all the other ships have got every stitch they can set, royals and stunsails), so vastly superior is she in sailing power to any of us. It must be very trying to the patience of those on

board the *Inconstant* to have to go so leisurely and wait about for the rest. Usual Easter Day services and Holy Communion. Towards afternoon the wind died away, and all the night there was a dead calm, during which the heavy swell striking under the counter kept up a succession of loud thumps and shocks, a capital arrangement for keeping sleepy folk awake over it.

April 18th.—Soon after midnight a few light airs from the east sprang up, the ship's head in the meantime having been nearly all round the compass. After morning divisions, tacked twice with the watch, and twice again in the afternoon; the breeze was from the east, and the flagship for a little change was sailing round the squadron all the morning. After evening quarters the purser caught his first albatross, but it was not such a large one as the "chief's" last. We are reading Sir Charles Dilke's *Greater Britain*, out of the ship's library.

April 19th.—A fine day but not much sun; a nice little breeze from the east but rather cold. During the forenoon tacked twice with the watch. In the afternoon the wind shifted to north-north-east. The *Tourmaline* is guide of the fleet to-day, and we are keeping station on her.

April 20th.—Raining off and on all the morning with a fresh breeze. Flagship after sailing again round the fleet picked up her station after dinner. At 3 P.M. we took in two reefs in the topsails as it was very squally, the wind shifting to north-north-west. From 6.30 P.M. till 10 P.M. there were heavy downpours of rain, everything as dark as pitch. At 9 P.M. shook out the reefs, but took them in again a few minutes afterwards. Later on in the night the wind went round to the west-south-west and the stars came out; the thermometer which was 67° at 6 P.M. went down to 58° at midnight.

April 21st.—In the middle watch it was very gusty; at 6.30 A.M. shook out the second reef, and at 9.30 A.M. the remaining reef. The morning was sunshiny though the wind was bitterly cold. At noon the thermometer stood at 52°. Towards the evening the wind fell lighter, and after supper we set the starboard stunsails. After quarters had a good game of "prisoners' base" and it was a splendid starlight night. The constellations of the southern hemisphere, with the Southern Cross in the midst, are all, except Orion, different from those we are used to at home, and fill us with a weird feeling of being in another world, and under other heavens.

" Oh to be in England
Now that April's there:
And whoever wakes in England
Sees, some morning, unaware
That the lowest boughs and the brushwood sheaf
Round the elm-tree bole are in tiny leaf,
While the chaffinch sings on the orchard bough,
In England — now!"

During the whole night what little wind there was was right aft, and as there was a swell coming up on the quarter as well the *Bacchante*, true to her name, rolled a good deal.

April 22nd.—Bright sunny morning. At daylight a sail was visible in the distance coming up on the port quarter with the breeze; she turned out to be a Yankee clipper with twenty-four sail on her. She overhauled and passed us at 2 P.M. The *Bacchante* has gone nine knots several times to-day with the wind 5 to 6 on the port quarter, which is always her best point, as she then sails steadily without losing way through rolling.

April 23rd.—In the middle watch, at 3 A.M., the wind shifted from north-north-east to west-north-west in heavy rain, and fell in force from 6 and 7 to 2 and 4, and the ship from going nine knots went only five and a half. After breakfast there was a rainbow in the west, but there was a steady wind with force of 6 for twenty-four hours from the west; sun out, no swell, a blue sea, temperature about 60°, reminding us of the trades more than anything else. As the wind worked round to the west-south-west in the afternoon, though it did not increase in force, yet as it came again on the quarter, it sent us along eight knots. The sunsets in these windy and watery latitudes repeat themselves day after day with a constant and impressive beauty. The whole of the eastern half of the horizon is usually thrown into an extreme darkness of purple: the other or western half is more or less covered by a mass of clouds, that, starting from the horizon, are heaped up by the wind that is there, in tiers and layers of ever-varying and ominous magnificence, through which are seen rifts of gold, green and blue glory.

April 24th, Low Sunday. — Lovely day, during the whole of which we went along over seven knots, with the wind abeam from the southward and a few rain squalls. It seems curious that this southerly wind should bring so many clouds and rain.

The next day (St. Mark's) we took up our appointed station, as we had been sailing at ease since Saturday. Towards the evening it was puffy, and now and again we went over ten knots. In the afternoon we had the bar up for gymnastics as usual, and

afterwards in the evening went on reading about Free Trade and Protection.

April 26th.—Not so cold as it has been for the last few days. After the dinner hour we and all the mids went aloft with the ordinary seamen and boys, and were exercised at shifting mizzen topsail; then we all did rifle and cutlass drill.

April 27th.—Grey dull cloudy morning. There are some whales within 300 yards of the ship. We are rolling with the swell that is coming up on the starboard quarter very irregularly; thick clouds last all day till the evening, but the night is clear. At 11 P.M. the Southern Cross is directly in the zenith, with two bright stars pointing to it. There is something in the currents and temperature that causes the clouds to form during the day and allows the sky to be clear at night.

April 28th.—In the morning the wind is right aft and we are all bowling along over eight knots, with very little sun out. At 3 P.M. the wind shifted from the north-west in a sudden and heavy squall of wind and rain to the south-south-west; the main royal was blown into ribbons, the foretop-gallant sail split, the foretop-mast stunsail split across head, and the foretop-gallant mast sprung just above the cap. We shifted the foretop-gallant mast, took in two reefs in the topsails and one in the courses; it continued to blow fresh all night.

April 29th.—Rolling heavily, which is very trying to the temper; cannot read or write, stand or sit comfortably. The only thing to be done is to get into a hammock, or cot swung from the beams; there you remain steady while the ship swings round you. Two of the ward-room officers when walking on the upper deck, which was very wet, went over during one of the rolls into the lee scuppers together; one broke his rib, and the other damaged his eye: it was in the same roll the port cutter touched the water. When sitting at meals your chair has to be lashed to the leg of the table and you have to hold the plate in one hand and feed with the other; nothing will remain anyhow on the table. In the gun-room mess we have now only three cups unsmashed. The latter part of the day we have been going over ten knots. As there is a windy sunset, and there have been very heavy squalls from the south-west all day, after evening quarters we reefed topsails. We had some thin lines of thread flying overboard, in which some Cape pigeons got their wings entangled; we caught one of these; they cannot rise off the deck. We set him free and he fell flop in the

water, then rose and shook himself, fell again, then rose and flew away.

April 30th.—At 6.30 A.M. the flagship hoisted the signal "man overboard," and hove to and at once lowered a cutter. This was away from the ship for nearly half-an-hour, but the poor man was never found. At 7.15 A.M. flagship filled. At 7.30 A.M. we shook out reefs; at 5 P.M. bore up to form on the starboard side of Admiral. At 10.40 P.M. sighted St. Paul's Island bearing north-east-$\frac{3}{4}$-east. Passed it at 11 P.M. seven miles off. Without glasses it was very indistinct, but Roxby said he could recognise both the slopes. It was just hereabouts that when H.M.S. *Megæra* had been run ashore on the island to prevent her from sinking (she was so old that her bottom was all in holes), Roxby afterwards came off in a lifeboat and boarded a Dutch barque bound for Batavia. It was, too, just such a night as this, and they took him at first for a pirate and would have nothing to say to him, but afterwards gave him a passage to Java, whence he telegraphed to England for assistance to be sent to St. Paul's to fetch the rest of the officers and men, who were all on short commons, as hungry as could be. There is but one little harbour, which is apparently a crater filled with water, with a broken bar at the entrance. At that time there were a couple of Frenchmen on the island, who by their own choice remained there; they must have been real lovers of solitude, for no ships ever touch or communicate.

This evening, when the wind came somewhat on our quarter instead of directly astern, there was a slight but delightful cessation from the continuous worry of the rolling we have had for the last few days. It is very pleasant to feel the ship going along steadily; just as freedom from pain is not noticed or thought of until lost, so on board ship you do not value steady sailing till you have been pitched and tossed about a bit from side to side, and then you can scarcely realise that you are actually making progress, the ship seems not to move. When the *Bacchante* rolled most heavily the little ships were steadiest, and very often when they were rolling about we were perfectly steady.

May 1st.—Squally in the morning watch; the wind is nearly right aft, but a little, if anything, on the port quarter. We have got the topmast stunsail set, and are going about nine and a half knots. Church on the main deck, and Holy Communion. In the afternoon wind went down and it rained hard, but it was a lovely night with a new moon; had a good

look at Magellanic clouds. At noon Cape Otway is distant 2,977 miles.

May 2nd.—A fine day but very squally; close hauled on the starboard tack, wind from the south, and the sea getting up. Took up our station at 10 A.M. and immediately afterwards signal made to "chase to windward," which the *Bacchante* is not much of a hand at. Resumed our stations at 3 P.M. It had been very cold, though deliciously clear and sunny all day; now the clouds are flying overhead from the south pole, borne along by the upper current of air which is rushing up across the lower stratum of air of the westerlies, to form the "trades."

And so the days pass with not much variety; morning school goes on like clockwork, whether the weather be windy or rainy, calm or rough: and long ago one has learnt to adapt one's self to this. In the afternoon after French study we went on reading about the exploration of Australia and its various colonies; though at present we don't expect to see more than two of them, Victoria and New South Wales. In the evening, when we are not on watch, we get many opportunities on a long sea cruise for reading.

May 3rd.—Still close hauled. The air feels very cold as it comes straight up from the south pole; thermometer 50°. The *Inconstant* is sailing round the various ships all the morning, and in the afternoon we are trying experiments in shifting weights fore and aft. Reckoning fifteen men to go to a ton, the ship's company of 450 makes a difference of about thirty tons; first of all they were trotted on to the forecastle, and then trotted aft on the poop, to see what difference it would make in her trim: she carries more weather helm with the weight forward; a result pretty much what we were taught to expect when boat-sailing in the *Britannia*.

May 8th.—The wind being right aft we are rolling a good deal, but have service as usual on the main deck, though it was rather awkward, and some of the chairs and stools fetched away. After a short sermon we had a collection for the Seamen and Marines' Orphan Home at Portsmouth; the petty officers went round and collected the money as we stood; it was the largest offertory made by any ship in the fleet and came to £18 19*s.* 6*d.*

May 11th.—Fresh breeze from the north-west to south-west. At noon to-day we have made the best run hitherto (220 miles in twenty-four hours) with double-reefed topsails, foresail, and single reefed mainsail, the deck very dry, though a sea or two looked in over the gangway now and then. Currey passed provisionally for acting

sub-lieutenant to-day; it is his nineteenth birthday. At 4 P.M. Admiral made signal, "take up appointed station, ships in column to keep open order," and this was repeated to the *Bacchante* at 9 P.M. The signal was also made that "probably an opportunity of sending mails to England by the *Cleopatra* would occur when weather moderated." We suppose, therefore, that the Admiral intends to send her into Albany with them.

May 12th.—Blowing very hard all night; at 5.15 A.M. a sea struck and filled the port cutter in a heavy roll, and she was washed away. Force of the wind 10, and stronger in the squalls; heavy seas running, and as one or two waves broke over the nettings, there was nearly a foot or more of water sometimes on the deck. About noon, after they had been topping up the starboard cutter, a very heavy roll carried away both davits, which snapped about four feet from the foot and caused her to fall in against the weather-mizzen rigging, where she was lashed for the present.

At dawn the flagship was three miles ahead of the other ships of the squadron, and was gradually increasing her distance, although her treble-reefed topsails were on the cap, and she was thus carrying the very minimum of sail possible. We were under double-reefed fore and main topsails, foresail and reefed mainsail. This was all the sail we could carry. The *Carysfort* at one time set her main topgallant sail but furled it after a few minutes. We split one mainsail and shifted it. At 9 A.M. the "general recall" was hoisted, but it was impossible to overtake the flagship, and at 3.30 P.M. we lost sight of her altogether.

The *Tourmaline* was sailing abeam of us all day, and at 3.50 P.M. asked, "Have you steam up?" answer, "No." The *Cleopatra* and the *Carysfort* have drawn somewhat ahead, though they also have kept pretty close to us up to now. At 9 P.M. we set the mainsail reefed, in addition to the double reefed fore and main topsails, close reefed mizzen topsail, and reefed foresail. At 10.30 P.M. the fore topmast staysail split, and ten minutes afterwards the ship broached to. Hauled up the lee clew of the mainsail and braced forward the head yards, then furled the mainsail as soon as possible, close reefed the fore and main topsails, furled the mizzen topsail, hauled out the head of the fore trysail.

It was now one of the most magnificent sights we ever gazed on, though we never wish to be in similar circumstances or to see quite the like again. The moon above was breaking in full glory every few minutes through the densest and blackest storm-clouds,

which were here and there riven by the blast; the sea beneath was literally one mass of white foam boiling and hissing beneath the gale. For a few seconds, when the *Bacchante* first broached to, it was doubtful what would happen, but no one had time to think of the peril we were in, for at once the old ship came to the wind and lay-to of her own accord. Having gone into the cabin under the poop just before she broached to, experienced a curious sensation of grinding beneath the screw-well and counter and by the rudder chains. It might be compared to the somewhat similar sensation felt when a boat's bottom touches rock or sand and grinds over them, and bumps for a few seconds. We knew, of course, it

H.M.S. "BACCHANTE" IN A GALE.

could not be thus with us, but suspected it was caused by the wrench the rudder then suffered. Owing to the strain there had been on the upper deck wheel (which had during the day several times nearly taken charge, in spite of the dozen men that manned it), the main deck steering gear had also been connected that evening, and was being used at the time of the accident, in addition to the upper deck gear. As the ship refused to pay off, there was nothing for it but to let her remain, as she was, lying-to. It was then conjectured that something had happened to the rudder, as with the helm put hard a starboard no appreciable difference was observed. (It was not, however, till the next morning that we realised our position of being practically rudderless on the open sea, all the other ships

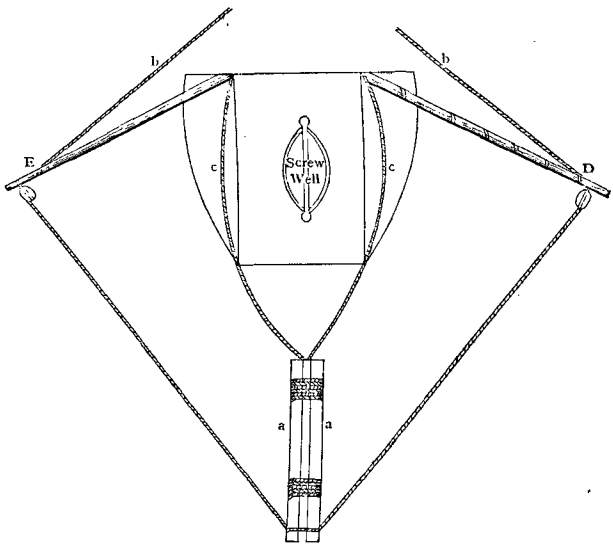
of the squadron having gone right away out of sight since yesterday evening.) The order to get up steam was given soon after 11 P.M., and three hours afterwards steam was ready; but the screw could not be lowered or connected till the morning of May 13th, owing to the ship knocking about so much. At 5 A.M., when the screw was worked twenty to twenty-five revolutions, the ship would not go off the wind or answer her helm. Then we began to suspect what had taken place. There was nothing to be done but still to continue to lie-to under close-reefed fore and main topsails, foresail and fore staysail, her head being south-east and by south. She lay-to very well. The gale continued, and there was of course still a very heavy sea, but she proved herself a good sea boat, and shipped, comparatively, but little water. The lower deck was, however, all afloat through the sea washing up through the scuppers, and they had one or two heavy sprays down the hatches into the ward-room, but nothing more to speak of. Few ships would have ridden out the gale so easily and well as did the *Bacchante*, lying-to quite naturally. At 7 A.M., as the current was drifting us helplessly further south and further away from Australia, we furled sails and again tried to get her off the wind, but with no effect whatever. By this time, it being daylight, it was discovered, by looking over the stern, as the ship pitched, that the rudder was amidships, whilst the tiller in the captain's cabin was hard a starboard. This showed us that the rudder head had been twisted about 22°, which of course accounted for her not paying off. But by altering the wheel chains of the tiller in the captain's cabin to suit twist in rudder, it was hoped that we should manage to get a small helm sufficient to turn her round and keep her on a course. Accordingly, after the dinner-hour, another effort was made and the fifth boiler was connected; then at 2 P.M. set the fore trysail and increased steam power to forty revolutions, and put the helm over as far as it would go under this new process, which was not more than 8°. The greatest amount of helm that could be got when all right was only 32°. She was "wore," but took half an hour to turn eight points off the wind. The sun was shining brightly, and the sea still showed more foam than blue, and was very high, coming over in heavy sprays all along the nettings. She was anxiously watched, and for a minute seemed to be paying off, though very loath to leave her old position, and again went back to it, then rose slowly and gracefully to the next surge of the sea, paying off this time a little more than before; and so again and again the same was repeated rhythmically, and

almost as if the ship were a sentient being, and was doing all this in a dignified manner, without hurry and precipitation, amid the whistling of the wind in the blocks and rigging, and the continuous swish and moaning onset of the waves. We made a large semi-circle thus, and at 4 P.M. her head was round, though still up in the wind on the other tack, but now pointing north for Australia instead of drifting south to the pole.

After evening quarters, at which every one seemed as happy as could be, we pointed yards to the wind and steamed ahead, making up for the nearest port, which was King George's Sound, 380 miles distant, trusting to the wind to keep her steady on her course, and giving her as few spokes of the helm as possible. That night the captain, commander, and navigating lieutenant, had the first sleep they have had for three nights and days. The next morning the wind had somewhat fallen, though it was still blowing 8; the sea too was going down as well, though occasionally we shipped some over the weather netting. We are getting out of the roaring forties, and are gradually drawing to the north of the gale as we near the land. It is a curious coincidence that the worst cyclone the *Galatea* ever got into was also met in crossing from the Cape to Australia. This befell her on October 12th, 1867, to the westward of St. Paul's.

May 14th.—The hands are employed in rigging spars out of the ports under the poop for steering by in case the rudder further fails us. We used the spare jibboom (E) and topsail yard (D), rigging the latter first out of the starboard quarter-port under the poop and over the glacis, and the former from the port quarter-port; two seven-inch hawsers, (b b,) were rove through leading blocks at the end of these; and one end of each was brought to the after capstan on the quarter-deck, and the other secured to the after-end of the two spars, (a a,) which, lashed together, were to be towed astern by another seven-inch hawser (c c) secured to their foremost-ends, and coming from each quarter. The topsail yard and jibboom were supported by up and down tackles to the mizzen-masthead pendants, with sail tackles for foremost guys. But we did not get these towing spars overboard to-day; they are ready only in case our rudder does not last out till we arrive in harbour. We don't know yet how much damage is done to the rudder, but we know it is twisted round about 22°, and that, if it will only remain like that, we can manage, with our present re-arrangement of the chains, to keep her on her course. In the evening set fore- and aft-sails, and increased

the number of revolutions, so that by Sunday morning (the 15th) we are going over nine knots. It is raining hard but much warmer than it has been lately, thermometer 63°, whereas for the last few days it has been 47°. The wind is still falling, though the swell is heavy. At 9 A.M. sighted Mount Gardner, a peak in Western Australia, and afterwards Bald Head, at the entrance of King George's Sound, and then Breaksea Island. Had a short service on the main deck at 10.30 A.M., the men in their damp working dress. At 1 P.M. we passed under the west side of Breaksea Island, with a lighthouse on top of its red rocky, precipitous sides, weather-worn from the westerlies that have beaten on them for ages. The



EXTEMPORISED STEERING GEAR.

only way of landing is by means of a rope ladder on the east or lee side. Bald Head, on our port hand, seems covered with scrub, with here and there great patches of sand. After passing these two heads, the beautiful sound opens out beyond. We steamed right on and up to the entrance of Princess Royal Harbour, away inside which we can see the houses of Albany in the distance. Here we anchored at 3 P.M. for the night. Before doing so, however, we tried our extemporised steering gear in the smooth water of the sound, and found that the spars towed were not nearly large enough to make any appreciable effect, as they had no hold in the water, neither were the two outrigger spars of sufficient height above the water to

prevent their dipping, if the ship had been rolling, to a heavy following sea, which would have been the case, supposing we had made for Cape Otway. (A sheet anchor unstocked, and planked over from the peas to the ring makes a most excellent rudder. Such a one brought a large merchant ship home from the Cape to Spithead. The anchor being planked over, two strong pendants were attached to bolts on either side of the crown; the rudder being placed overboard the ring was triced up in the rudder hole and hung through that with chains; two spars were rigged out on either quarter for the steering pendants to reeve through, and a third one topped over the stern and capable of swinging over either way, in order to support the weight of the tail. It answered admirably, and no difficulty was experienced.) The scene of our mishap was in latitude 40° S., longitude 120° E. We have every reason to be most thankful that the occurrence was no worse, and terminated as it did. Had Sunday afternoon prayers at 4 P.M.

May 16th.—Hoisted in temporary steering spars. And after Mr. Butcher (the pilot,) with Mr. Rowley Loftie (the Government Resident) and Dr. Rogers had come on board, weighed anchor at 8.30 A.M. and proceeded into Princess Royal Harbour, where we anchored in five and a-half fathoms off the town of Albany. The Governor of Western Australia, Sir William Robinson (brother of Sir Hercules at the Cape), kindly telegraphed, offering to make arrangements for us to visit Perth. There is a good road through the bush all the way, but as it would take four and a half days to do the 360 miles on police horses, and the same time would be taken upon the return journey, and as the length of our stay here is so very uncertain, we are afraid we shall not be able to go. The Mayor of Perth, Mr. George Shenton, in the name of the citizens of the capital, also telegraphed a welcome to Western Australia. It is a great thing being at the end of the telegraph wire, we get the London news fresh every morning, as the budget is telegraphed through to Melbourne and Sydney. This is the first place we have had the news from Europe daily since we left England. The P. and O. mail steamers also call in here every week, on their way to or from Ceylon, this being their first and last port of call in Australia.

May 17th.—The *Rosetta*, P. and O. mail steamer, arrived from Adelaide *en route* to Suez, and so will take our homeward mails this morning. She reports having had very bad weather the whole way across the Bight. In the afternoon we went with Mr. Loftie and Dr. Rogers, and three ward-room officers, across Princess

Royal Harbour to the quarantine station on the opposite side to shoot quail. The low hills covered with dark trees sloping down to the white sandy beach, with the blue water as calm as possible beneath the bright warm sun, reminded us very much in their general effect of Bermuda. We rowed across and landed at the small cottage, in which only a policeman and his family reside

AT ALBANY, KING GEORGE'S SOUND.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
May		°	°	°	°
16	N.W. 7, S.W. 3·8·1	60	60	65	60
17	Variable 1·2	60	60	64	60
18	N.W. 1	61	61	68	63
19	Calm	62	62	65	63
20	Calm	63	65	56	55
21	Variable 0·2	62	62	66	61
22 S.	S.W. 4·7·3	60	59	60	58
23	S.W. & N.W.	58	58	63	59
24	N.W. & S.E.	59	59	59	57
25	Variable 1	59	59	58	58
26	S.W. & S.E. 3·5·1	60	60	59	57
27	S.E. & N.E. 1·2	62	62	59	59
28	N.E. 1·3	60	62	63	65
29 S.	N.E. 1·6·4	62	62	62	60
30	N.N.E. 1·3, N.W. to W. by S. 3·7	59	59	64	60
31	S.W. 7, N.W. 3·4, S.W. 7·8	59	59	54	50
June					
1	S.W. to W. 7·8, S.W. to S. 8·7	56	56	52	53
2	S.S.W. to W. by S. 5·8·4	55	55	62	58
3	W.S.W. to N.W. 5·3, S.W. by W. 3·6	55	54	58	56
4	S.W. 5·2	56	57	59	56
5 S.	S.W. to N.W. 2·4	56	56	56	55
6	S.W. to S. 5·2	56	56	57	55
7	N.W. 1	56	56	51	56
8	Calm	55	55	60	57
9	Calm to N.E. 2	55	56	59	58
10	N.E. to N. 2·5·1	56	56	55	56
11	N. 1, S.W. 3·8 to W. 3·5	58	57	60	54

(as the place is very seldom used for quarantine), and there we lunched, and afterwards separated in parties to go over the hill for quail. There are a great many of them in the bush, but they are exceedingly shy, and require to be very silently and stealthily approached. There was too much chattering and laughing in our party, and so at first we did not shoot anything. But afterwards the policeman took George and led him quietly aside in the

bush, when, whistling low, and so imitating the call of the quail, he was immediately answered by several of the birds, who were thus allured to come nearer, and out from the very heather and shrubs amongst which we had been before walking without seeing a single one. Standing on the top of the hill behind the quarantine station, we had a clear view over the whole of King George's Sound, and up into Oyster Harbour, which stretches away on its eastern or opposite side in a similar way to that in which Princess Royal Harbour does on the western. The hillside here abounds in "black boys," curious black resinous stems, three feet high, and one in diameter, with a small green tuft on top, and which make a splendid fire in the bush when one is required. Of gum-trees there are also no end, and we were told that so dry is the climate that if any one catches a cold in the head here, he only has to take his blanket and sleep out in the open air, and he comes home cured; such effect have the eucalyptus leaves. Albany is said to have the finest climate in a continent of fine climates. The West Australians hold their own particular climate to be the best and healthiest in the world, and judged by the very practical standard of a death rate of 14 per 1,000 they cannot be far wrong. Nearly every one lives to an old age almost as a matter of course. Nothing can exceed the charm of the light, health-giving air; and bright sunny days may be counted on for nine or ten months of the year, with very occasional exceptions. Western Australia, close to India as it is, would make an excellent sanatorium for our English troops in Southern India. The Red Sea journey and the cold English winter—and much loss of life and efficiency resulting therefrom—would be avoided, and the troops would be near at hand for return to their garrisons.

At 4 P.M. we got into the boat again and rowed further up Princess Royal Harbour, on its southern side, then again landed on a sandy beach. We walked up into the wood of gum-trees behind the old cottage, once inhabited by a lime-burner of the name of McBride, but which is now deserted. The trees here were far larger, and stood more thickly together, than any on the other side of the harbour; and the wood was full of paroquets, who were shrieking and laughing. Not like Wordsworth's

> "Exiled from Australian bower,
> Nor singleness their lot,"

but,

> "Arch, volatile and sportive birds
> By social glee inspired;
> Ambitious to be seen or heard,
> And pleased to be admired."

From tree to tree were hanging all sorts of creepers and parasitic orchids; and the dry calm air was filled with an aromatic or resinous odour; while beside the path which was cut through the wood were several strangely-shaped and brilliantly-coloured flowers growing. Cardinal Newman says somewhere that he often found it help him in realising the *genius loci* when he first visited Rome to repeat over to himself as he walked the streets of the Eternal city, "This is Rome, is Rome." So we, as we wandered in these woods, scarce realising where we were, repeated to ourselves, "This is Australia, is Australia," and tried to take in somewhat of all the name suggested; wondering too at the odd chance that had led to our coming ashore at this out-of-the-way corner of the island-continent, rather than at Melbourne as had been first intended. Some of us strayed in one direction and some in the other, and as it was now time to get back to the boat, the wanderers were recalled by several "cooeys." It was getting dusk when we shoved off from the beach to row back across the smooth surface of the harbour, in which were reflected, as in a mirror, the rose, blue, green, and golden hues of the sunset; a few streaky clouds alone were in the sky, and on the water here and there were little scarcely perceptible catspaws made by puffs of wind. It was quite dark when we reached the ship, and the stars had all come out; there was no moon till two hours afterwards. So ended our first landing on Australian soil. Bricklayers in Albany earn ten shillings a day, the ordinary labourer six shillings.

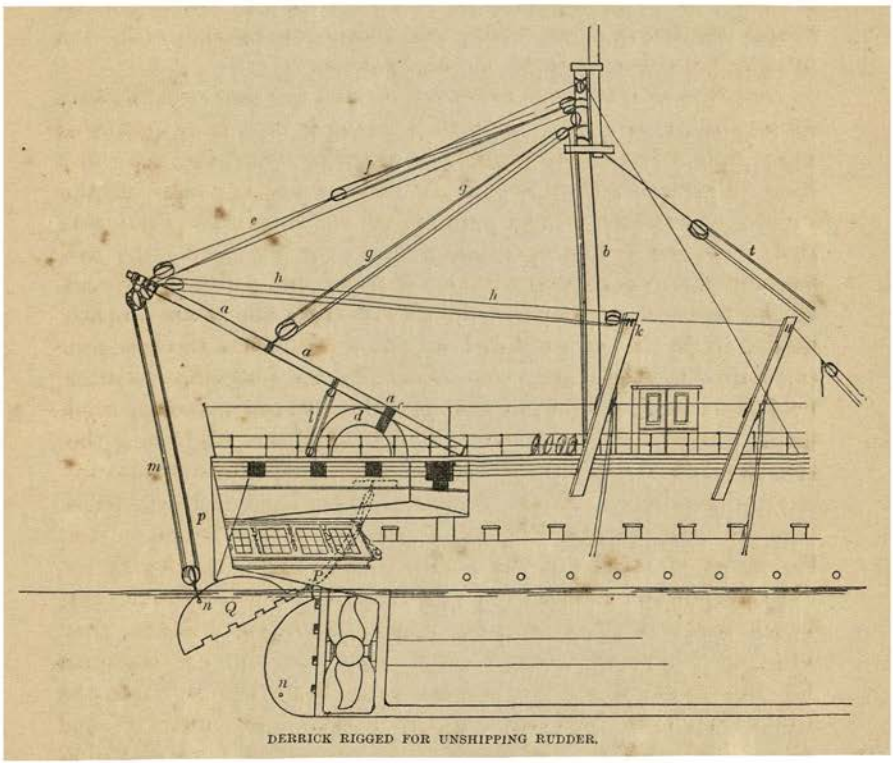
At 3 P.M. landed and rode with two gunroom messmates, on horses which Mr Loftie requisitioned from the police force, through the town, out past the church, which, with its ivy-covered square tower, looks just like an old-fashioned English village church, standing in the midst of its green churchyard, in which are several yew-trees, and a quantity of some sweet-smelling creeper with a flower like the bougainvillea. We went along the Perth road, on each side of which here and there stand up curious rounded protuberant rocks, twenty or thirty feet higher than the soil on which they lie, and which apparently have been thus rounded by some water friction. Either they must have been once subject to tidal friction, or else worn smooth by glaciers which may have descended from some once higher hills which, however, have now entirely disappeared; on their tops, too, still repose other smaller boulders, which certainly have not been thrown there by artificial means, but look as if they had been lodged by glaciers or by icebergs.

We rode on past the cemetery, and up on to one of the hills above the town, from which we looked forth over a rolling forest of eucalyptus trees, stretching away for forty miles to a line of hills in the interior, which were now, late in the waning light of the afternoon, of an intense blue. The effect as the sun went down over this wooded wilderness was weird in the extreme. We turned and came down to the harbour, one blue glassy mirror, with not a breath of air; a few mares' tails in the sky alone remain to remind us of the late blustering gale down south there outside. On coming on board we found that many fish had been caught with line alongside the *Bacchante* by the bluejackets.

May 18th.—The divers began to work on the rudder on Monday afternoon, the 16th, and since then we have been busy getting as much weight forward as possible, in order by depressing the ship's head to raise the stern sufficiently so that we may take off the rudder. The sheet anchors were let go and weighed to the bows; shot, shell, and powder were taken on to the forecastle; the five foremost water-tight compartments were pumped full of water, and all the foremost coal-bunkers filled with coal; the steam-pinnace hoisted up to the starboard cathead, and the launch to the bowsprit cap, with the copper punt suspended from the jibboom; the after hold was cleared, and the gun usually under the poop was transported forward under the forecastle. The effect of all this was to raise the stern about four feet; so that the last rudder-pin is to come out to-morrow morning. The iron framework at the head of the rudder is smashed right through; though it is a foot thick it is broken just like a slice of bread, and the head is twisted to an angle of 22°.

The arrangements that were made for hoisting the rudder out, which weighed six tons, are chiefly interesting because they illustrate the application of the somewhat limited resources for this work which we possessed on board ship. After the tillers had been removed and the norman-head lifted off and placed on one side, some delay was occasioned from the difficulty of drawing out a pin which connected the rudder-head to the rudder. When this had been done, at last the rudder-head was lifted out, and a screw bolt and shackle were screwed into the vacant space. The engine room threefold purchases were hooked to a toggle on the upper deck, and to the shackle in the head of the rudder P, and by this means the rudder was first raised until the pintles were brought above, and came clear of the gudgeons or sockets into which they fit. The next step was to hoist the rudder

into the position Q, in order that it might be slung to a lighter and taken ashore for repair. For this purpose the spare jibboom, *a a a*, was rigged as a derrick on the poop, drooping over the stern, its heel against the coamings of the poop skylight, well-shored and backed up against the mizzen-mast, *b*, and with a cross-lashing, *c*, to the strong-back, *d*, on the poop. A runner and tackle, *e f*, was used for a topping lift, with an auxiliary up and down tackle, *g g*, one-third of the way from the head. The guys, *h h*, were fore- and



DERRICK RIGGED FOR UNSHIPPING RUDDER.

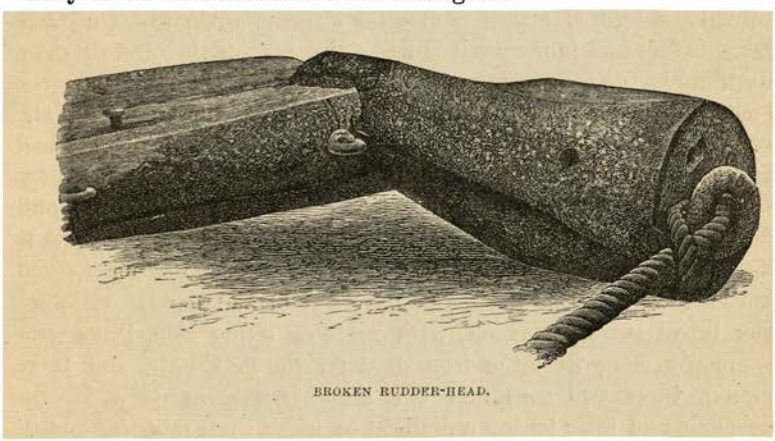
main-top sail-tackles taken to the cutter's davit head, *k*; the belly guys, *l*, were two luffs, and two luffs were also used for heel tackles. So far this was the gear used to support the jibboom as a derrick against the weight that would come on it when lifting the rudder; and in addition to its usual rigging the mizzen-mast was further supported by the mainstay tackle *t*, its wire pendant being taken through the lubber's hole and hooked to its own part; the single block was hooked to a strap round the lower part of the main-mast, and the fall taken forward.

As to the means which were used for raising the rudder, the purchase, *m*, consisted of the screw purchase, the lower block was treble, the upper double, and the standing part made fast to derrick head, the fall was rove through a leading block at the derrick head, and from there through a block at the mizzen-masthead, and from thence down on to the poop, and from there through a leading block to the upper-deck capstan, which was used to haul in the tackle and thus to heave the rudder up.

In the heel of the rudder are two holes, *n*; a two-inch bolt was passed through the after one of these, and a chain strap secured to it, to which the derrick purchase was shackled. The rudder pendants, *p*—(which are the chains attached by a shackle to the upper part of the iron framework, in order that by means of them the rudder may be worked in case of the tiller being carried away)—were brought in over the poop and set well taut with luffs, the slack being taken in as the rudder lifted; this was done by the tackles until the pintles, four in number, were free of their braces; (the effect was also to steady the rudder as it was raised;) the tail of the rudder, meanwhile, was hoisted out by the derrick, and when it had been raised a sufficient height was slung to the side of a lighter by the cat chain. The purchase was then shifted to the head, and that was swayed up and similarly suspended by the rudder pendants to the bows of the lighter. The lighter was towed on shore and the rudder landed with some difficulty, as at Albany we were naturally entirely dependent on our own resources. When unshipped a large break was found near the shoulder, where there was a flaw in the original forging; for nearly one half of the thickness of the rudder-head had altogether failed to be welded; the frame also was found to be cracked and twisted 22° near the lower part of the top pintle. The rudder was repaired by the ship's carpenters and engine-room staff. It was landed at the end of the pier and laid on its side; under the fractured and twisted part a fire was then kindled, and when the iron was at a white heat, it was bent back into position by means of levers extemporised from capstan-bars, &c. It was quite impossible, with the means at our disposal, to weld the broken parts together; therefore a series of iron braces and straps were shrunk on, in order to give sufficient strength, it was hoped, to steer the ship under steam to Melbourne. When the process was complete the rudder was reshipped with little or no difficulty, and found to answer admirably. At Hobson's Bay the same process as to lightening and shifting the weights of the ship

was repeated, and the same means used for hoisting out the damaged rudder, as we lay at anchor off Williamstown, where the rudder was landed and finally repaired by the firm of Johnston & Co. The *Bacchante* was docked previous to reshipping the rudder, which after being repaired was lowered down into the dock, whence it was hoisted into its place by our own derrick.

May 19th.—A cricket-match between an eleven of the ship, in which George played, *versus* the Albany Union Club. We made eighty-three and they made twelve in the first innings; it was a good ground, and the day was fine, with not too much sun, thermometer 65°. We then went in again and got 133; they made eighteen but all their men were not out. The *Bacchante's* band came on shore, and played up at the cricket-field, where there were many of the colonists and a few aborigines.

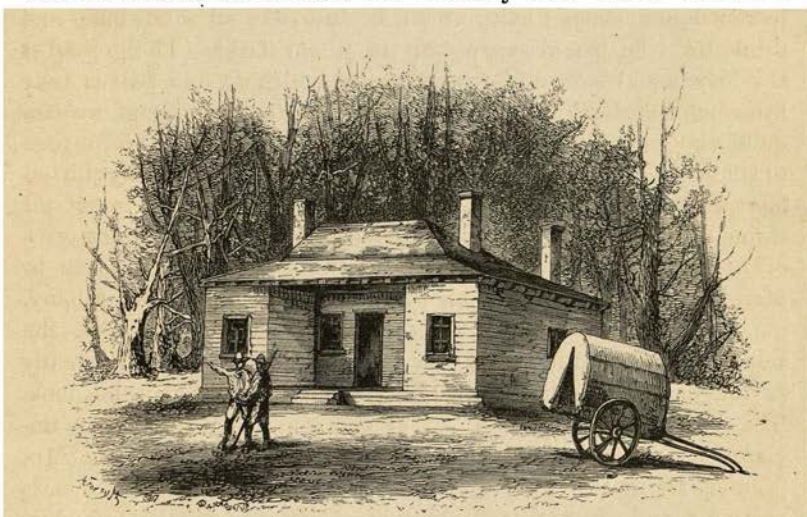


BROKEN RUDDER-HEAD.

May 20th.—Left the ship at 9 A.M. with two ward-room and two gun-room messmates. Walked to the police barracks, there mounted on horseback, and started with Mr. Loftie for Marblup and Wilson's Creek. Along the Perth road for a mile out of the town, then turned off on the left through the scrub. The wood at first consists chiefly of various kinds of banksias and "black boys," (huge cactus-like shrubs, of which there are several sorts, some short and knobby, others tall and tufted with green blossoms,) and many other forms of vegetation, unknown in Europe except in hot-houses. The road track is rough, and where the soil is boggy widens out. The eucalyptus is shedding its well-formed cups, or seed-pods, all over the ground; the peppermint trees with their willow-like leaves; the paper-bark trees, off the stems of

which the bark peels in flakes like paper, and with foliage like the yew; and a great quantity of scarlet bottle-bush, formed a thick cover on either side of the road, which occasionally showed signs, by the blackened stems of some of the taller trees, of having been at one time cleared by bush fires, although the undergrowth was now standing four or five feet high. A number of black cockatoos, of pretty grey honeysuckers, and other birds with bright yellow wings were flying about. We crossed two rough wooden bridges, the one six miles from Albany and the next one mile further on, and then halted for an hour at Twelve-mile Bridge, newly constructed of wood over a small ravine, on the sides of which, after having loosened our horses' girths, we sat down to eat our sandwiches and drink the cold tea we were carrying in our flasks. The ground is very dry, and, seeing the way in which the grass and leaves take fire when a lighted match is casually dropped upon them, we can quite understand how easy it is when there is a little wind for fires to spread in the bush. Dr. Rogers overtook us here, having started later from Albany; he was in an American cavalry regiment all through the Northern War. He gave us also many amusing stories of his adventures in other parts of the world. We rode on to Marblup, where we arrived about 4 P.M., thirty miles from Albany, at Mr. Young's farmhouse and clearing. The mantelpieces, the tables, the cupboards, and all the furniture, are made of mahogany or the darker jarrah wood, and have a solid and handsome look. The broad large inglenook, with seats on either side, looks uncommonly snug with the iron dogs for the logs. Mr. and Mrs. Young, their two sons and two daughters, gave us a hearty welcome, and after taking a draught of warm fresh milk (of which there seems an inexhaustible supply all over the place), we walked up to the small shanty in which we are to stay. This consists of two rooms completely empty and with clean bare floors; each room has a large open fireplace and plenty of jarrah wood, a pile of which last is stacked in the verandah outside, so as to be conveniently handy for throwing on the fire all night through. Two grand wood-fires are already burning bright and dry, such a contrast to what we have had for the last few weeks on board ship. A small two-wheeled cart that has brought our mattresses and rugs, and what few things we want for the night, has arrived before us, and we proceed at once to make our toilet in the open air, for there is plenty of fresh water in the tank outside, and a small wooden trough does duty by turns for each of the

party. Bevis, a large kangaroo dog, a sort of huge brown Scotch greyhound, looks on as we make ourselves ready for Mrs. Young's tea-supper, for which we went back to the farmhouse, and there every one was very hearty and jolly, and did ample justice to the fowls, minced kangaroo, the jam, cream, scones, and no end of beautiful fresh milk and butter, such as we had not tasted since we had left England (for there is none, or very little, of either of these two last in South Africa or in South America). The day has been cloudy, but without any rain, though every one says there is every sign of it being wet and windy to-morrow, one of which is that the hills in the distance are intensely blue. After tea found



OUR SHANTY IN THE BUSH AT MARBLUP, W.A.

our way up across the paddock to our night-quarters, and there we slept as soundly as possible (nine in the two rooms), with the windows open and the fires burning. Two iron bedsteads have been rigged up in one of the rooms by the care of the good Scotchman who owns the farm, and the rest sleep on mattresses spread on the floor with their rugs wrapped round them. There are two pails of fresh milk set out for us, which some drink neat and others prefer to take mixed with a little whisky before turning in. Some fall asleep at once, others not so soon; the American doctor's cheery ringing laugh sounding long on the quiet night air, as he and the Commander tell alternately the most astounding yarns, each with a

dénoûment more startling than the last. In the silent pauses between the tales, while they are collecting their wits, we can hear the croaking of the frogs away in the distance on the borders of the marsh, and with these two sounds alternately ringing in our ears we fall asleep.

May 21*st*.—Up at daybreak for the kangaroo hunt. First, however, in the delicious sunshine of the early morning ran down to the creek, and had a good sponge bath amid the rocks in the cool sea-water under the forest trees; since, owing to its shallowness, which extends for a mile from the shore, it was impossible to get a swim; and then, after taking a draught of fresh milk and a few mouthfuls of scones, started away at once. We rode after the kangaroo through the bush, and soon put up a few, two of which, by the help of the dogs, we killed, and kept their pads, which we sent home to the Princess of Wales by the next mail as those of the first kangaroos we have seen in their native land. We also caught an opossum which we found in the traditional position up a gum-tree. Returning at 11 A.M., had an excellent breakfast in the kitchen of the farmhouse, agreeing that no cream or milk, butter or eggs, bread or tea, we had ever tasted was half so good as those here set before us. Meanwhile the two policemen had gone down to the creek and caught some snapper and mackerel with lines, though generally the fish here are netted, and the fishing nets are now hanging up in the yard, where they are being mended. There are a quantity of robins, only larger than ours at home, and another bird with a yellow breast, all about in the fields near the house; these last are neatly cultivated with potatoes and corn. The paddock of good grass is fenced round and sheltered by tall gum-trees; the outhouses are long, built of wood, and shingled; the tree-stems are all blackened by the frequent bush-fires, after which the grass grows better. Mr. Young has been here forty years, and hails from Scotland; he possesses 400 acres of freehold, and leases another 40,000 of the bush from Government. He was one of the sturdy early settlers, but is still strong and hale after nearly half a century of colonisation, and his stalwart sons now help him in looking after the farm and sheep station. May he and Mrs. Young for many years yet take life easily in the evening of their days, enjoying the affections of a home from which they may see their children marry and go forth to such other homes of their own, honest workers, with a shrewd wit, to gather around them as years go on similar possessions and increasing prosperity. There is a little orchard of English fruit

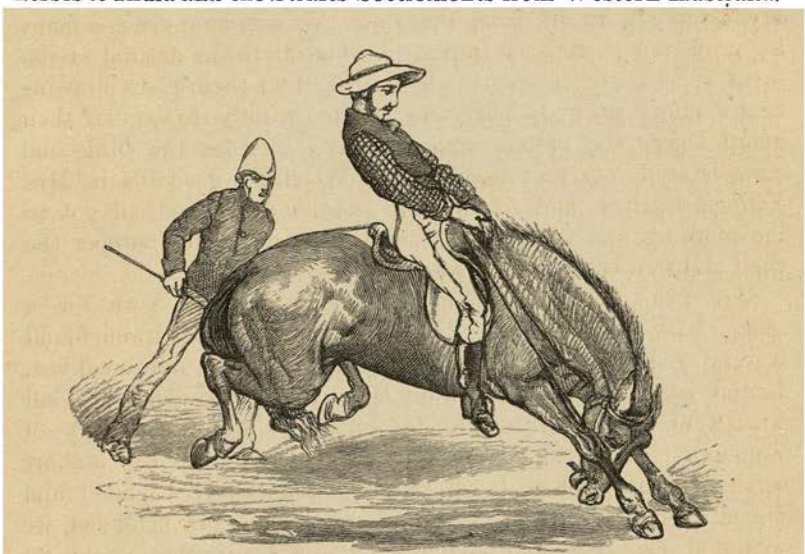
trees, flowers and garden produce in front of his cottage, round which there is a broad verandah festooned with vines, which grow well here in the open air. There is no part of the world which can boast finer and more easily-grown grapes than Western Australia. A very drinkable and most wholesome wine is now made in the best vineyards, but time is required before the capabilities of the soil can be brought to perfection. The ground cleared round about under the eucalyptus trees, and now covered with good turf, gives the place an appearance of being in an English park. From the shanty we have occupied, at the top of the hill behind, there is a wide view right away over the woods and creek, and to the far-off hills beyond. Telegram arrived from Melbourne saying that the remainder of the squadron are off Cape Otway.

At 1.30 P.M. we started to walk round the lagoon with John Young and Dr. Rogers, to look for wild duck; the Commander and the rest were to circle round the other end, shooting as they went, and so meet us on the opposite side. On coming down to a little creek, we crept cautiously through the bushes and dried reed-beds, and found a lot of duck at once, which were quietly swimming about in the water. They are very shy, and have to be stalked until within gunshot range; one of the party incautiously showed himself and the duck got away. The next time we were more wary, and managed to get nearer to another lot in the next creek, where George made some good flying shots high overhead, whilst other birds that came close were missed. The whole place seemed alive with teal, divers, crane, mallard, and blackswan. A large flock of these last, however, kept more than a mile away right out in the centre of the lagoon. We hear the other party firing in the distance and continue our walk round the shores of the lagoon, which reminds us of the pictures of the "Dismal Swamp;" for amidst the reeds and rushes are lots of paper-bark trees lying about in all sorts of queer-shaped logs, just as they have fallen from time to time and there been left uncared for; and besides these, there are countless "black boys" in all directions, short and stumpy, tall and slender. Of these last the cattle are said to be very fond, and a little further on we came across a flock of sheep that were being driven by some native black fellows, and seemed to be nibbling at them. We had with us "Jemmy," a half-caste boy between an Australian black and a Malay; he had a shiny black skin, and at the same time black curly hair, long and thick; and though short seemed a handy lad. We came upon the rest of the party as

agreed, and then, in order to get at the blackswan which we saw swimming in the middle of the lagoon, set off to wade across, where at low water it is only one foot deep; this shallow bank, or tongue, stretches right across the lagoon, and along it we waded with the water up to our knees. The Commander with his rifle got one shot at the swan, and one bird fell, but they were outside gunshot range, and were all off at once, rising high in the air. We come out at the edge of the lagoon and make our way up to the cottage again; a honeysucker and a few other small birds are shot on the way. We have had a fine day's outing; the sense of freedom and the splendid dryness of the air are most delicious. We are, however, too many for proper sport, and it is impossible to restrain the natural excitement of some of the party, who as they find themselves drawing nearer and nearer to their game, are too readily thrown off their guard before the proper moment arrives, and so the birds and animals elude our shot accordingly. We had a good tea in Mrs. Young's kitchen, and found that the kangaroo we had got in the morning was when minced very excellent. After supper the wind and rain began, and it was a very squally night.

May 22nd.—After sleeping very soundly went down for a sponge bath in the sea-water in the creek off the rocks, and found it very cold. On returning we did full justice to our breakfast. Round each of our two plates Mrs. Young had laid a small wreath of rosebuds, "for Sunday morning, and in memory of England." When the things were cleared away we had a short service in the kitchen, at which the whole family attended and joined. This patriarchal and simple praise and prayer ended, we mounted our horses, and having thanked Mr. and Mrs. Young for their kindness, and the hospitable introduction which they had given us to a settler's life in the Australian bush, we started for Albany soon after noon. Eddy had ridden up on a black horse, called "Leo" after the present Pope, and he had a long swinging trot so rare in Australian horses; but he returned to-day on a chestnut called "Hengist," who had a delightful canter. Curiously in Western Australia the black Australian native is often a better tamer of a buck-jumper than Europeans, though he can never have seen a horse before these latter introduced the animal. There are of course many Australians whom no native can beat. The two things required are great strength of leg muscle, and a very strong saddle-girth; if that bursts you are done. The great secret of success is to break the horse in at once, directly he has

been first taken from the herd, and he will be quite quiet at the end of a week if he is never allowed to buck-jump a man; but if he throws one or two men he will never be broken. Mr. Loftie, a great rider himself, says that when he gets on a buck-jumper, directly he feels the horse is going to buck-jump he catches him a tremendous cut on the shoulder, and digs his spurs into his side and makes the animal thus bound forward and gallop, and this is done again and again till the beast apparently forgets to buck-jump, and is quite subdued (p. 278). There is a considerable export trade in horses to India and the Straits Settlements from Western Australia.



AN AUSTRALIAN BUCK-JUMPER.

They are good and cheap, 30*l.* being a long price for the best mount. The horses we are riding to-day belong to the police force; they are usually at the end of a day turned out ungroomed into the clearing, and left to roll and feed themselves, and are ready again for the saddle the next day. The ordinary travelling pace for long distances with these horses is six miles an hour; they walk well, and then go at a steady trot or slow canter, then walk again. The two mounted police who have accompanied us in this excursion are both Western Australians born and bred—Wheelock and Hayman —strong-limbed, and bronze-faced, with fair hair and beard, and bright eye. Their uniform is a very sensible one, and consists of a

light blue riding-coat and cap with white band, in front of which is a swan, the badge of the colony, in silver, and the words "Police Force" round it. The weather was cloudy, but there was no rain as we rode back through the bush. We halted again at Twelve-mile Bridge at 2.30 P.M. for a pocket lunch, and arrived in Albany at 5.30 P.M. and went off to the ship in the usual six o'clock boat. We heard then that two parties of officers had two days before left the ship in two shore-boats to go to Breaksea Island, eight or nine miles farther down the Sound, for rabbit shooting. One party (consisting of Farquhar, Fisher, Henderson, and John Scott), had left with two boatmen on Friday morning in the *Tommy Dod*, a four-oared American whale-boat. They had first landed at and tried Oyster Harbour for duck and swan, and after sleeping that night there in their boat proceeded on Saturday morning to Breaksea Island. There they found the second party (consisting of Adair, Ingram, Le Marchant, Limpus, Osborne, and Hardinge), who had sailed down thither in another whale-boat that same morning. Both parties, after shooting all day on the rocky island among the scrub, managed to bag about thirty-five rabbits, a couple of dozen quail, and one or two rock wallaby. While they were there a strong wind arose from the north-west which would be naturally dead in their teeth on returning up the Sound. At sunset, about an hour after they left the island, the wind that was already blowing very fresh increased. The worst of the two boats (she had been nicknamed *Coffin* before this by the residents) left the island at 5.30 P.M., manned by two of her own crew, one of our lieutenants, two subs, and three midshipmen, to pull back the distance against the wind and sea. About a quarter-past six the better boat of the two, under the charge of the two Douglases, and containing two of our lieutenants and two gun-room officers, also left the island, overtook and passed the other boat, and ultimately got back up the Sound, and succeeded in landing at the promontory at Oyster Harbour about midnight. Their pull was more exciting than pleasant; the seas kept breaking over the boat's bows, frequently with their force unshipping all the oars, and almost filling her up to the thwarts; it was with the greatest difficulty they kept her head to sea; and in one of the heaviest pitches she split one of the garboard streaks and sprung a leak. That one of the crew who was not rowing had to bale the whole time; and, exhausted with fatigue and benumbed with cold, could scarcely be kept awake. This went on for six mortal hours, which seemed a lifetime;

fortunately two of the party were stalwart members of our racing boat's crew, and so managed to hold out. After landing they walked the five miles into Albany, and then, drenched to the skin as they were (for it was pouring with rain) and thoroughly done up with their six hours' pulling for dear life against wind and tide, hands raw and muscles stiff, found themselves without any means at that time of night of getting off to the *Bacchante* where she lay in the centre of the Harbour. Shivering with cold and hunger, they betook themselves to the police barracks, where the sergeant hospitably received them, gave them some dry clothes, the use of a fire, hot coffee and bread and butter, and allowed them to rest on the kitchen floor, and wrap themselves in blankets, &c., for which they were very grateful. As the other boat did not arrive, it was supposed at first she must be lost; for when the *Tommy Dod* had passed her she was making no way whatever, and it seemed impossible to hope that where they in a well-found boat with a powerful crew had scarcely been able to reach the land, she could have done anything else but founder, especially since it was not until about an hour after they had passed her that the night was at its worst. So high was the wind and sea that the two Douglases, who for the last ten years twice every week have carried communications between the lighthouse on Breaksea and the shore, stated that they had never known so bad a night as this. When she did not appear the next morning the worst fears for her safety were intensified, for it was considered impossible that she could have turned round in the heavy sea that was running without having been instantly swamped, supposing those in her had tried to run back before the wind to Breaksea. Besides which, even if they should have succeeded in turning her, it seemed exceedingly improbable that even if they fetched Breaksea they would be able to effect a landing there in the darkness of the night, and when the rope ladder, by means of which alone any one can get on to the island, had been hauled up; and if they did not fetch Breaksea, the only other alternative was that they had been swept out to sea past the island by the wind and tide. As it providentially happened, however, they had succeeded in turning the boat round before the worst of the storm broke upon them, and when they neared the island, by firing off their guns they had attracted the attention of the lighthouse-keeper, who lowered the ladder, up which they were thankful to scramble and find themselves once more on *terra firma*. There they were most hospitably

received by the lighthouse-keeper and his wife, found everything most beautifully clean and comfortable, and were warmly housed for the night. But their friends who had made the shore were not aware of their good fortune, and the utmost anxiety prevailed for them, until at dawn the next morning the harbour-master made a signal to the lighthouse-keeper to inquire if he knew anything about them, and received the welcome reply, "Party safe." Next day, when the wind lulled, they too returned to the ship.

May 23rd.—Meanwhile divers and carpenters had been employed about the rudder, and on Saturday 21st it had been hoisted out and secured to the side of the lighter, and this morning it was sent on shore towed by the steam pinnace. It will be temporarily repaired here, enough to get the ship under steam to Melbourne, and there we shall be detained another three weeks or so until the repairs are completed, and probably the ship will have to go into dock. The rudder is a very large one, in order that the ship may be handy for steam manœuvres.

May 24th.—Sent birthday telegram to the Queen at Balmoral, and received reply. Dressed ship rainbow fashion;—then hung up the washed clothes in the rigging to dry, where they remained all day long. At noon fired a royal salute of twenty-one guns, and drank the Queen's health in the ward-room. The town council of Freomantle, the second town in the colony and chief port, telegraphed to us both their congratulations and expressions of loyalty, for which we thanked them, and said, "We were very glad to be spending the Queen's birthday amid the loyalty of our fellow-subjects on Australian soil." The Queen's birthday is the great gala-day throughout the whole of Australasia; and each of these seven colonies vies with its neighbour in celebrating it loyally. We had athletic sports for the ship's company ashore on the cricket-ground, which were great fun. There was a three-legged race, in which men ran in pairs, with the right leg of one tied to the left leg of the other; a jockey race in which the men who ran each carried another on his back; a tug of war, for which there were five entries—marines, two teams of bluejackets, one of stokers, one of townsfolk; a sack race; and a 100 yards flat race for the town boys of Albany, and another for the men of Albany, and all comers. An Aunt Sally was managed by two of our petty officers, and a third was dressed up in petticoats as an old woman, and was the centre of some few admirers in one corner of the field. We went off to lunch with Mr. Loftie at his new

house down by the sea; the great nuisance he has there are the black flat-headed snakes, whose bite is mortal. They get into the cellars, and he heard a couple of them "cooing together," which is curious, for snakes are generally supposed to be dumb and voiceless. We afterwards returned to the field. It has been a fine bright day, thermometer only 60°. The bluejackets on coming on board had a special supper in honour of the day.

May 25th.—At 4 A.M. arrived the P. & O. mail-steamer and sailed at 8 A.M. for Adelaide. It happened to be my duty to board her as midshipman in charge of the guard-boat, and I was amused when in course of conversation on her deck one of her officers remarked, "What a nuisance it is that the Princes are going to Adelaide with us." "Yes," I replied, "I quite agree with you, it would be." Shortly afterwards, when the officer of the guard came up and introduced us together we had a good laugh. At dinner to-day we had the two tails of the kangaroo which we brought down from Marblup made into soup. It tastes like oxtail, but with a *soupçon* of something peculiar.

May 26th.—Usual school as every morning, and routine on board. Artificers on shore mending the rudder, which, having been made red hot, they are gradually bending straight by means of levers. The day was dull and chilly, the wind being from the south-east. An eleven of the officers played eighteen of the ship's company at cricket, in which the former won by an innings and a few runs. Afterwards we walked up to the head of the harbour and along the whole length of its sandy beach, which is thickly covered with very small and delicate shells. Princess Royal Harbour is said to be gradually silting up through the accumulation of sand which is blown over from the dunes outside when the wind is southerly. Find that Bass's beer is here two shillings a bottle; the Albany beer is thick and heady.

May 27th.—We heard to-day that Prince Leopold had been created Duke of Albany, but found it was not from Albany in Australia, but from "a district embracing Glenorchy in Argyleshire, Atholl and Breadalbane in Perthshire, and Glenaber in Inverness," that he takes his title, but all the same it is an odd coincidence as this Albany is derived from that Albany. The chief engineer is ashore to-day, shrinking on the bands round the rudder-head to keep the two broken pieces in place. Mr. Loftie and Dr. Rogers came off to lunch; afterwards we "expended the quarterly allowance" of outrigger and hand charges from the steam

pinnace, but failed to obtain any fish by that means as we had done at St. Vincent (p. 252).

May 28th.—At 9.30 A.M. started in steam pinnace, with the Commander and three officers and our shore-friend the American doctor, to run down the Sound to Breaksea Island to shoot rabbits. We landed soon after 11 A.M. and broke up into two parties and began shooting at once. It was a beautiful day, but rather warm walking in the sun. At 2.30 P.M. we went up to the lighthouse to lunch, where Mr. and Mrs. Turner received us very kindly; they are the only people who live on the island. After lunch we went on shooting again, and our bag at the end of the day was two wallabies, three quail, and twenty-two rabbits; there are plenty of these last on the island, and we might have got more if we had had dogs to put them up. We left in the steam pinnace at 6 P.M., but found it rather awkward on account of the swell, to bring such a big boat close in enough to the rocks for the rope ladder, which is over twenty feet long, to swing into from the cliff above. Arrived on board at 7.15 P.M. There are signs that the weather is going to change, and that we shall have more wind and rain. This last came on the following day with a cold north wind. The *Rob Roy* steamer from Perth arrived; as she came into Princess Royal Harbour she stopped to tow off a little sailing brig which had gone ashore here in the morning as she was trying to beat out of the narrow entrance.

May 30th.—H.M.S. *Cleopatra* arrived from Cape Otway at 9.30 A.M., where she was detached by the Admiral from the squadron before he went into Port Phillip, in order that she may render the *Bacchante* any assistance that may be needed. Captain Durrant reports having had heavy squally weather, with much rain the whole way across the bight. The *Cleopatra* has been now fifty-two days at sea since leaving the Cape of Good Hope. The yarn is that her steel sides are so thin, and give so readily, that they are bent in like brown paper in one or two places by the force of the heavy seas we met with coming from the Cape. They are of such light construction in order that a common shell may pass through them without bursting on impact. For some reason or other —which it is always difficult in such cases to define, though perhaps it may be owing to the fact that most of our working first-class petty officers were west countrymen, and the *Cleopatra* was also a west country ship fitted out at Devonport—there had sprung up early in the cruise a general friendly feeling between the ship's company

of the *Cleopatra* and our own; and directly it was known on board that she was coming here from Melbourne in order to convoy the *Bacchante* thither, our ship's company made a subscription among themselves to purchase ashore sufficient fresh food and vegetables for all her men's messes, and directly she anchored sent alongside in the pinnace this gift of fresh meat, bread, and vegetables, which they had procured for their squadron-mates in their "chummy ship." A general invitation to dinner was sent by our ward-room and gun-room officers to hers. We learn that when the flag with the other three ships of the squadron arrived at the rendezvous off Cape Otway on the 21st, three days after losing us at sea, the Admiral stood off from the land, still waiting in hopes that the *Bacchante* would come up, out of consideration for those in England, in order that no disquieting report might be telegraphed home as to her not being with him. The signal, however, was all the time flying from the lighthouse that the *Bacchante* was safe in Albany, but as it was then getting dusk, the squadron did not learn what had occurred until the news was brought off to them later by the pilot-boat. George played in the *Bacchante's* second eleven, against the Albany eleven to-day; we won by seven runs. The first lieutenant provided a liberal lunch in the cricket tent in memory of "the glorious 1st of June."

May 31st.—The homeward-bound P. & O. mail *Khedive* arrived from Adelaide and Melbourne, bringing us the first mails we have had for two months from England, and these in consequence were rather heavy. She sailed again at 6.30 P.M., and we said good-bye to Currey, who takes passage in her to England. We are very sorry to lose him as a messmate; he was rowed on board her by a gun-room crew. In passing his seamanship examination for lieutenant he got a very good first class, taking 995 marks out of 1,000. The wind is drawing round to the south with heavy squalls, hail, and lightning, which continued for the next three days, it being very cold, thermometer down to 46°. Roxby and Curzon have started with Mr. Loftie to ride up forty miles along the Perth road, and then into the bush to Gardenup; from which shooting expedition they returned on Friday, having thoroughly enjoyed it, and bagged six kangaroos.

June 3rd.—George's birthday. Raining hard nearly the whole day. Three bluejackets, who had gone ashore on leave, returned on board to-day, after having been lost for a night in the bush, which is very easily done when you once get off the beaten track;

after dark they had the sense, however, instead of wandering further about, to stop still where they were and lit a fire for the night. They had caught an opossum, which they roasted in its skin and shared amongst the three for supper; with the exception of that and three quail which they had managed to shoot, they had had nothing to eat for thirty-six hours, and therefore came on board at mid-day a-bit hungry, and got a rub down for their folly, which might have ended worse, except for the good sense of one of the quartermasters, who was the senior of the party. We dined to-night with Mr. and Mrs. Loftie, and afterwards went to a ball given by Mr. Hassell at the court-house, or magistrates' quarters, which was simply but effectively decorated, and to which most of the officers of the *Bacchante* and *Cleopatra* came. We danced nearly every dance, and every one seemed to enjoy themselves thoroughly. The *Bacchante's* band furnished the music.

June 4th.—Exercised running Whitehead torpedoes at a spar that was towed astern of the whaler, with George in charge. The second torpedo that was fired, when it hit the water, deflected from 3° to 5° to the left, ran along the surface and, striking the whaler, ran clean through the port side of the boat, and remained there as a plug fast wedged in the air-cases, which it had penetrated. The boat at once filled, but, being a life-boat, kept afloat, and was towed alongside with the torpedo still sticking in it by Captain Durrant in his galley. The torpedo was then extracted, and the boat hoisted up; it was a lucky thing that nobody's legs were broken. Though it was Saturday afternoon we manned and armed boats, launch and pinnace away, afterwards firing. There was a cricket-match between the Bacchantes and Cleopatras, both skippers playing. In the first innings we made sixty-eight and they thirty-nine; going in again they made only seventeen, so we won by an innings and twelve runs.

June 5th, Whit-Sunday.—Heavy showers and squalls, wind from the north-west, drawing round to the south; services on board as usual, and Holy Communion.

June 6th.—Running torpedoes in the forenoon. The second eleven played a return match against the Albany eleven, and beat them easily again. They gave us lunch at the cricket-field; it was a bright, warm day and very pleasant. In the afternoon there was a riding party to King Point, from the high ground above which the best view is obtained all over the Sound and its twin off-shoots, Princess Royal and Oyster Harbours, especially in the low light of the afternoon. From there we rode down over the hill

to Middleton beach, on the opposite slope, descending to which, through the eucalyptus woods, another and quite different view opens inland over the scrub far away to the lagoons and high hills beyond. On the sandy beach here, as we were galloping full tilt, one of the horses caught his forefeet in a hole, and turning head over heels, rolled twice over his rider before he got free. Luckily the sand was very loose where he fell, and so no bones were broken; though very stiff, he was able to mount and ride into the town, two miles distant, at a walking pace. He had a hot bath directly he got on board, but felt the effects for some weeks afterwards. Mr. Johnson, the rector of Albany, dined on board; as an Oxford man he is not more isolated here than he would be in many an English village, though he is 200 miles away from the nearest clergyman. For the telegraph gives him the latest European news every morning, and mail steamers which call in often bring him a passing colonial bishop on his flight homewards or outwards. The place too is uncommonly healthy, and the people are hearty and kindly disposed.

June 7th.—The "Snowdrop Minstrels" (the *Bacchante's* negro troupe) gave an entertainment at the court-house this evening, on behalf of the Seamen and Marines' Orphans' Home at Portsmouth, at which they got £18. The next day Mr. Loftie came off and brought us two white cockatoos, one of which afterwards became uncommonly tame and a general favourite on board up to the day we arrived in England. His berth on board was usually in the stoke-hole, where he was taught many graceful tricks by the chief engineer, and succeeded in imitating to a nicety the various sounds of the machinery and of the men when "getting up ashes." A picnic party went away in the steam pinnace towing the dingy up Oyster Harbour and the King River, where some of the youngsters got left behind, and had to find their way home in the dark through the bush. We have been here three weeks now. Adelaide is only three days distant, so we are going thither by next mail in order to visit South Australia, and hope to rejoin the ship at Melbourne, where the captain expects to arrive about the 17th.

June 9th.—Were roused out at 1.30 A.M., as the mail was in. We went on board in the pinnace by the light of the moon and stars, which, together with the comet, and Saturn and Jupiter in conjunction, were all then brightly shining. We secured two good cabins that happened to be vacant as far forward as possible. At 4 A.M. the *Cathay*, Captain Robbie, got under way. We had first said good-bye to Mr. Loftie, who had come on board to see us off, and

thanked him for the constant efforts he had made to render our three weeks' stay in the neighbourhood of King George's Sound an agreeable one; we asked him also to convey to the Governor our regret that we could not visit Perth, the capital of the colony. We shall ever cherish a grateful reminiscence of the kindly loyalty we have experienced from all the Queen's subjects at this our first landing-place in Australia. We steamed round the *Bacchante* and *Cleopatra*, whose lights and those of the pilot's cottage, burning bright at the top of the harbour, were the last sight we saw before we turned in and slept sound till 8 A.M. the next morning.

[King George's Sound is one of the finest harbours in all Australia; in time of war it would be a matter of vital necessity to Great Britain to secure it against an enemy. It is agreed on all hands that this ought to be done, and done at once, and yet nothing has been done, not a single piece of ordnance of any shape or size, or a single torpedo or mine exists here. Parliamentary commissions have recommended its fortification, military officers from England have inspected it, and pointed out what ought to be done. The matter has been "carefully considered" for twelve years, but the question has not yet been decided what department of Government is really responsible for it, whether the Admiralty or the War or the Colonial Office at home, or which, if not all, of the five Governments in Australia, for of course the scanty colonists of Western Australia cannot be expected to defend it themselves; and there has been much correspondence with the Treasury as to where the necessary funds, which would not be great, should be found. There is little probability that anything adequate will be undertaken for its protection until Great Britain is federated at least for purposes of mutual defence with Australia. An enemy's ship with King George's Sound for its harbour could do damage in a week to the extent of several millions sterling, for all vessels passing to and fro between England and the other Australian colonies, must sight the entrance to King George's Sound, and the commerce carried by them is equal in value to that of the whole of the United Kingdom at the time of the Queen's accession; and most of this loss would thus fall on the British shipowners and underwriters. It is becoming a coaling port for an increasing number of merchant steamers, and the store of coal kept at this unfortified place would be invaluable to an enemy. An English man-of-war but seldom condescends to visit it, but the anchorage is very familiar to other maritime powers; it was not long since it was

the station for some time of a Russian squadron. The first hostile power that sees fit might make of it an impregnable Gibraltar, from which it would be impossible to dislodge him. Far from our shores and from our minds as this out-of-the-way corner of the earth lies, the time will come, and that soon, when we shall have occasion to spend both thought and money upon it.

Western Australia, which occupies the whole western side, and forms nearly one third of this great island continent, and is thus the largest of all the Australasian colonies, contains an area of 1,000,000 square miles. This one colony alone is thus nearly equal in size to British India, is five times the size of France, and eight times that of Great Britain and Ireland, and has a coast line over 3,000 miles long. Founded in 1829 (and therefore a little more than half a century old) Western Australia has until lately made but slow progress, although it offers ample, almost boundless, scope for enterprise and settlement. At this day only 32,000 settlers (less than one third of the people of Cardiff) are thinly scattered over the occupied portion of her vast expanse, which stretches from the tropics to the southern ocean. These colonists own 1,500,000 sheep, 70,000 cattle, and 35,000 horses. In the northern territory the flocks are almost entirely shepherded by aboriginal natives, who take a larger share in civilised life and labour in Western Australia than in any other part of the continent. The one great need of the colony is more people (of the right sort of course), not only more hands to labour but more capitalists to employ them. The present settlers have expended lately £20,000, nearly £1 per head, towards introducing labourers and emigrants from England, who, if they do not maintain their families with ease in health and comfort on arrival have only themselves to blame. Although there is plenty of room and attraction for new comers, the difficulty hitherto has been that the emigrants to Western Australia would not stay here but went on to the wealthier and more bustling eastern colonies, Victoria, New South Wales, and Queensland, with which at present it cannot pretend to compete. However, already the tide is setting the other way. Settlers, able to work and to wait, possessed of shrewdness, judgment, and content with moderation, if moreover they are able to command from £500 to £3,000, are likely to do uncommonly well; for here they would not be crowded out by bigger men, but would be able to obtain a footing in industries, which elsewhere no one who had not a much larger capital would dream of entering. Of course folly and inexperience

lead to loss and ruin just as quickly here as elsewhere: in the same way as we are told they did even in Paradise. Besides direct immigration from England, the promotion of public works is being encouraged by the colonial government. Railways and telegraphs are being built, the former on the American land-grant system, (12,000 acres for every mile of railway made,) and will involve the expenditure besides of over one million of money; for easy and cheap means of communication are absolutely needed to develop the colony, which contains some of the most fertile land in the world. Fremantle (where Sir John Coode is bettering the harbour at a cost of £100,000) on its western coast hopes to be the Brindisi of Australia, when the railway is made continuously to Eucla, and over the frontier into South Australia, and when the European mails for Victoria and New South Wales would travel overland from this the nearest point of call. The south west corner of the colony is a grand forest country. An area equal to that of England is covered with jarrah, karri, and iron-wood, the special qualities of the first of which woods is that it is absolutely impervious to atmospheric influences, white ants, sea water, or sea insects, and is non-inflammable. The jarrah piles in the Suez Canal at the end of seven years show no signs of deterioration. This timber traffic is capable of great development; knowledge, capital, and enterprise are of course required for this industry. But even with these vast and untouched forests the manner of working should be carefully watched, and culpable waste prevented. The sandal-wood also found in the more interior parts has for some years been a valuable export, chiefly to China. Of the total territory, 2,700 square miles have already been sold or granted away. Of the land still owned by the Crown, 250,000 square miles have been leased for sheep and cattle runs, but about 750,000 square miles of Western Australia are yet even unexplored. At present only the parts border-on the sea-coast from 50 to 200 miles inland are settled. There are districts in which water is scarce; but boring for water and its proper storage after the heavy rains, have as yet been scarcely attempted, and will in time give a value to what is now comparatively worthless country. Good agricultural soil occurs in very considerable tracts, and in other places the productiveness of ground which appears nearly pure sand is astonishing.

The local Parliament meets at Perth; there is only one chamber. There are sixteen members, elected by thirteen electoral districts, and the Crown nominates to eight other seats. The executive

power is in the Governor's hands, assisted by an executive council of seven permanent members (the colonial secretary, attorney general, senior military officer, treasurer, surveyor-general, director of public works, and commissioner of railways). Tact, carefulness, temper, and good feeling are required for working successfully this form of government, midway between a crown colony, and one absolutely self-governed. Free institutions are only hindered in Western Australia by its immense territory and scanty population; with more population will come full responsible government, as in the other Australasian colonies. Meanwhile, as a preparation in some degree for this, the colony enjoys the advantage of an excellent education law; the smallest centre of population boasts its government school. The exports and imports have mounted 150 per cent. in the last twelve years. Time, energy, and population from Great Britain will yet further increase them.]

ALBANY TO ADELAIDE.

June 10th.—It was a curious sensation to get up this morning and have no regular work to do at sea. Everything in the ship appears very clean and nice, the decks especially so. There happen to be only thirty-seven passengers on board. The wind is gradually rising and at last turns to a strong muzzler from the north-east, the sea too is getting up: the captain is complaining that we are only making twelve and a half knots against it; this, however, seems a fair speed to us, who have been accustomed lately to the leisurely and dignified crawl of a man-of-war. The compass that the mail boat carries is far in advance of the old service pattern, being one of Sir William Thomson's, which, up to the present time, have been forbidden to the Navy by the Admiralty, but which are, nevertheless, gradually coming into use. The officers in the mail service find no difficulty in adjusting the magnets, though it is feared that naval officers might. There are lots of albatross following astern, and the night turns out wet and squally, with plenty of scud flying across the moon. Before the morning of the next day (the 11th) we dropped to eleven knots, owing to the strong north-easter; and at noon had only run 252 miles since twelve o'clock on the 10th. It is blowing four to six, but going against it makes it appear stronger. The chief engineer says that he has been eight years in the ship, and has never been so unfortunate in the weather as he has been on this trip. The *Cathay* was two days

behind time at Albany, having had strong head-winds all the way across the Indian Ocean from Ceylon to the Leuwin; and now, when they had hoped for better luck, after having doubled that cape, have still fallen in with head-winds on the other side. We find her a most comfortable boat, especially forward away from the screw: she generally carries her larger cabin ports open, each being a foot and a half square: even in the weather we have now we can carry the scuttles open. The ship is manned throughout by Lascars, as are all the P. & O. boats. This race formerly manned the Mogul's navy, and when that came to an end took to piracy. They are full of spirit, capital workmen, do not shirk exertion, and are trusty if led by English officers. The younger members of our party have extemporised various games on deck—tug-of-war, quoits, &c.—and so keep ourselves warm and get up an appetite for the meals, which seem to come pretty frequently.

Sunday morning (the 12th) was bright and fresh, the wind had fallen, and the sea had gone down. Had regular service in the saloon. We sighted Kangaroo Island at 10 A.M., a succession of barren-looking bluffs with low, scrubby trees on the top, and were abreast of Cape Borda at 11.30 A.M., made our number, and saw the flagstaff there dressed with flags in our honour. In the afternoon nearly every one came on deck to sun themselves. A good many of the passengers went down into the saloon, where several hymns were sung to the piano. The country, as we draw near to it, appears to be open and undulating, mostly under cultivation and divided into fields in such a way as to give it very much the appearance of England. Behind this agricultural district the country rises into open wooded land, backed by a high range of hill-country clothed with thick forest. Mount Lofty, almost due east of Adelaide, is 2,400 feet high. These Adelaide plains extend inland from the coast for an average distance of about ten miles, with a gradual increase of elevation. There was a partial eclipse of the moon in the evening, which we saw very well.

We came to an anchor off Glenelg at 8 P.M., towards the close of a brilliant English summer's day. Lieut. Jervois, R.E., aide-de-camp to the governor, came off in a steam launch to fetch us ashore. After saying good-bye to Captain Robbie, and thanking him for his kindness, we landed at Glenelg jetty, where there was a great crowd of people, who were out for their Sunday afternoon. We walked up to the end, where a train was waiting to take us to Adelaide, six miles off. Here the Duke of Edinburgh landed for

the first time on Australian soil in October, 1867. He stayed for three weeks till November 20th. Thirty-one years before that Captain Hindmarsh, the first governor of the colony, landed on the Mount Lofty plains and took possession of them in the name of William IV., and called the town after that King's queen. As we drove up to Government House, we heard the first cheers of a British crowd that have sounded in our ears for many a day. It being Sunday evening the streets were full of people, who all appeared as glad to see us as we were to see them. Everything seemed like home, but there was none of that squalor we see in the outskirts of Liverpool or Manchester, and no poverty anywhere apparent. Everywhere there is an all-pervading look of cleanness and freshness. Sir William and Lady Jervois had supper waiting for us, and we went to bed a little before midnight. We hear that the *Bacchante* and *Cleopatra* left Albany at 7 A.M. to-day for Melbourne.

AT ADELAIDE.

June 13th.—After breakfast had a game of lawn tennis in the garden, and afterwards drove with the governor to the General Post Office, a large square building, built in Italian style and of white freestone, at the corner of Franklin and King William Streets and opposite to Victoria Square. We saw Mr. Todd[1] the Post-

[1] He was formerly Assistant Astronomer at the Cambridge observatory, and was appointed Superintendent of Telegraphs and Government Astronomer by Lord John Russell in 1855, during the Crimean War. The following year he established telegraphic communication with Victoria (then in the heyday of its gold fields, and a large customer for South Australian wheat and flour), Mr. (now the Right Hon.) H. C. Childers being then the Victorian Minister of Trade and Customs. In 1858, Sydney and Melbourne were connected by telegraph, under one of Mr. Todd's assistants. Tasmania in 1859, Queensland in 1861, New Zealand in 1865, and Western Australia in 1869 followed suit. Eminently adapted to meet the requirements of a group of contiguous colonies like those of Australasia, with their widely separated capitals or centres of commerce, and scattered population, the telegraph made rapid strides, and at the present time every town is connected by the electric wire. Throughout these colonies there is now (with few exceptions) a uniform rate of one shilling per ten words, exclusive of names and addresses. But to South Australia belongs the honour of having at her own cost and risk, electrically bridged over the Continent, a distance of over 2,000 miles, through a difficult and dry country of which little was then known, from the south to the north coasts, where at Port Darwin a connection is established with the submarine cables. This work, which has done so much to promote the growth and prosperity of the Australian colonies, was by Mr. Todd's energy and perseverance accomplished after two years' hard work in 1872. South Australia then contained only 200,000 people, less than the whole population of Bristol, but on this project they spent half a million of money. The whole line is patrolled once a month. The stations in the interior are substantial stone buildings, well supplied with water, each having a sufficient staff of operators for working the line night and day, and for keeping it in good repair; wells have been sunk, and now a journey right across the heart of Australia no longer presents any formidable obstruction. Nearly the whole of the interior which the line traverses is adapted for pastoral purposes, and is rapidly

master-General and Astronomer-Royal of the colony, and after he had shown us the various arrangements for sorting the mails, and allowed us to exchange messages with the central telegraph station in the heart of Australia, we went up to the top of the Victoria Tower, (so-named "as a monument of the affectionate regard in which Her Most Gracious Majesty is held by the people of this country"). Its foundation-stone was laid by the Duke of Edinburgh, November 1st, 1867. From the summit we had a fine bird's-eye view of the city. This consists of a park extending over two hills, with the river dividing them; one square patch of 700 acres is covered with streets of shops and banks in the southern park, and another of 300 acres on the northern hill is appropriated to villas, churches, colleges, and rows of little vine-clad one-storeyed houses in wide gardens. The whole covers 2,000 acres. The older spire of the Town Hall, on the opposite side of the street, is called the Albert Tower, and contains a peal of eight bells. It was finished in 1866. The superficial area of the principal room is the same as that of the London Guildhall. The chimes for the clock are the same as those at Great St. Mary's at Cambridge. The sight of these two rival towers individualises Adelaide among Australian cities. From there we drove to the Botanical Gardens, at the north-east corner of the city. They were founded in 1855, and extend over 130 acres. Doctor Schomburgk, the director, took us all over them and into the museum, which has been lately built and is very well arranged; it contains specimens of birds and animals as well as of plants. The ground is undulating and all good soil. The hedges are chiefly of yellow cactus, with acacia, magnolia, fig, aloe, and pomegranate, on every lawn. There are five

becoming settled throughout. Not only the opening up of the interior is thus due to South Australian enterprise, but also the means by which space and time have been practically annihilated for business purposes. London can now communicate with Australia in less time than forty years ago it could with Manchester or Liverpool. It is no uncommon thing for telegrams from Melbourne and Sydney and Adelaide to reach London in a couple of hours, thus beating the sun in his diurnal march by seven or eight hours. Australia now knows the result of the Derby, the University Boat Race, or a cricket match in the old country, as soon almost as it is known in England. Australian merchants can feel the pulse of the British markets, and the other markets of the world, and avail themselves of their fluctuations, and supply their requirements as readily as though they lived on the spot. Trade has thus been rendered safer, wild speculation has been checked, and capital by being more frequently turned over has increased its potency. The Australian lives in fact in the atmosphere of English life. The evening newspaper gives him the result of that morning's division in the House of Commons at the same hour as it is announced by the morning papers in England. In fact the social, political, and national life of Australia pulsates every moment with that of Great Britain. Though the average cost of a message is 6*l.* the telegrams have doubled their number in the last ten years. The tariff is over 8*s.* per word; for press telegrams, however, only 2*s.* 6*d.*

acres besides of ornamental water. From spots in the gardens there are fine views of the Adelaide range of hills and of Mount Lofty, its highest point, about eight miles away.

In the afternoon drove with the governor past the newly-founded University buildings to St. Peter's College, where we had the pleasure of seeing in the library Bishop Short, who, though very old and infirm, (he was consecrated first Bishop of Adelaide in 1847,) had mustered up strength to come here to-day, as he has had the prosperity of this educational establishment so warmly and for so long a time at heart. Dean Sandford was also there. We went through the hall, the dining-room, the library, and the chapel: this last was very nicely arranged. We were also introduced to the head-master (the Rev. W. Stanford) and went with him and saw the boys in the school, bright, happy, and vigorous.

We then drove on to the Prince Alfred School, of which the Duke of Edinburgh laid the foundation stone November 5th, 1867. Though entirely undenominational, this college is managed and conducted by the Wesleyan body. We saw all the pupils, of whom there are nearly 300: 60 of these are resident, the rest day-boarders. We asked for an extra half-holiday at both schools.

There is a splendid gymnasium at both schools, and one thing that surprised us particularly is the large amount of ground which each possesses, and can therefore in future years develop its buildings and recreation-grounds to the fullest extent required.

Nothing can be prettier than the outskirts of Adelaide. Its founders reserved a park a quarter of a mile broad all round the city: this gives now a charming drive five miles long, outside this band of park again are the olive yards and the villas of the citizens.

Went for a walk in the town after returning home and were much struck by the booksellers' shops, of which there are several in the main street, containing all the newest English works, for which there is evidently a great demand here. Tramcars, omnibuses, and cabs, are running in the streets as at home. Called in at the Club and saw there Mr. Hamilton, one of the oldest members.

At dinner this evening there were about twenty people, amongst whom were Sir Henry Ayers, K.C.M.G. (the President of the Upper House), and the Hon. R. D. Ross (Speaker of the Lower House), Chief Justice Way, Chief Secretary Morgan, Mr. Edwin T. Smith (the Mayor of Adelaide), and Colonel Fitzroy.

June 14*th.*—Started at 6 A.M. by special train for Kadina, Sir William Milne, Mr. J. Stirling, and Colonel Fitzroy went with us.

Passed Gawler at seven, and breakfasted at Balaclava soon after eight, then on to Kadina. The train ran through much wheat land, which, as it is now near mid-winter, was covered with stubble. The original scrub and wild grass have been superseded by wheat fields and rich pasturage; flourishing homesteads stretch far away over plain and upland, and all wear an appearance of successful industry; one great wheat field fifty miles without a break. The grass paddocks on either side of the line looked fresh and green after the late heavy rain. The yeomanry and the farmers here are the backbone of the colony. The agricultural interest we hear is the strongest, though the squatters naturally, with their huge sheep runs, are somewhat jealous of the farmers. At Hamley Bridge there was a break of the gauge, and we had to change carriages. In this one colony of South Australia the railways are constructed on no less than three different gauges. Those in the colony of New South Wales again are of a different gauge, four feet eight inches, from those in Victoria, which are five feet three inches, and in Queensland, which are three feet six inches, so that probably (as we have learnt by experience in England in the case of the Great Western Railway) several of these lines will have ultimately to be relaid: this might have been avoided if some combined action between the different railway companies of the five provinces had been at first arranged. Although, perhaps, the line which is now being constructed to follow the telegraph wires right across the centre of Australia, and which is a narrow gauge of three feet six inches, may be an exception to the general rule. One third of the distance across has been accomplished. Already 600 miles northwards from Adelaide have been constructed, and very shortly there will be a line running southward from Port Darwin 150 miles to meet it. A transcontinental line will be for Australia what the Central Pacific Railroad has been for North America. Another inter-colonial line is being made to connect Adelaide with Melbourne, as well as two others, one up to the south-west border of Queensland, and a third to the north-west border of New South Wales. Many settlers are gradually pushing their way up into this portion of the country, where formerly it was considered impossible to take up any runs, owing to the want of water. This has, however, in several cases been found to exist plentifully beneath the soil when struck by artesian wells; so much so that you hear settlers talking of the supposed existence of

an underground river beneath the centre of Australia.[1] Such stations as these would benefit greatly by and largely augment traffic up and down the line into the interior.

After passing Port Wakefield the line enters the native scrub, and then, ascending up a steep incline and many cuttings through dark red rock, draws near to Kadina, where we arrived after thus crossing the York Peninsula about 11 A.M. The Mayor met us on the platform and read an address. We then got into two brakes each with four horses and drove to Moonta, eight miles, through the open bush; there was a good metal road lately laid, but the drivers preferred, as many others seemed to have done before them, to strike out a road for themselves on the turf, where many parallel lines traced by the wheels of our predecessors extended for two or three hundred yards on either side of the regular road. Tall brick chimneys, lofty scaffoldings with wheels at the top, and the other usual surroundings that bespeak proximity to mining operations, though there was no smoke or grimy blackness such as usually in similar cases sullies the purity of the country air, greeted us as we drove up to Captain Hancock's office. There we dressed in flannel shirts and trousers, changed our hats and boots, and walking to the head of Green's shaft got four at a time into cages, by which we were lowered one hundred and fifteen fathoms into the rich copper mine below. All here, "one and all," are true Cornishmen, fine stalwart fellows; most of those we see are young, tall, and broad, with a slight South Australian drawl, but of the real English bone and sinew and with a straightforward look about their faces. Mining operations here, though now depressed, seem in a fair way of revival. We were to have gone on to Wallaroo, where there are some large smelting works with blast furnaces as large as those at Swansea, but time would not allow. The Mayor of Wallaroo, an Orkney man whose acquaintance we were very glad to make, drove with us back to Kadina, where we lunched. We left Kadina about 4 P.M., and arrived at Adelaide after a quick run down at 8 P.M.

June 15th.—After breakfast busy writing letters for the mail until at 11 A.M. started on horseback with the governor to ride to Marble Hill, thirteen miles away and over 2,000 feet above sea level on Mount Lofty. From the summit of this last we had many beautiful views, one especially from the Eagle Nest Inn down Waterfall Valley, looking back on Adelaide and the sea in the distance. The hills here are all covered with trees to the summits, and

[1] Compare p. 62.

reminded us of the blue mountains in Jamaica. But about everything—the hedgerows, the fields, the grass, the carts, the men, these last stalwart and brown and unexcitable—there was an unmistakable stamp of England, as we rode along and gradually mounted the hills to the governor's house. This the colony has been fortunate in having been able to get well designed and well built for them by Sir William Jervois himself an engineer officer. In summer time the heat (which is said to cause great infant mortality) in Adelaide is so oppressive that every one who can escapes from the plains on to the hills, and here it is that then during those months the governor resides. Most houses here are furnished with English made furniture, as at present it is cheaper and better than what is made in the colony itself. It was a bright sunny day, though a bit showery in the afternoon, so after lunch, we wandered down through the gardens that are yet only half laid out on the hill side that slopes rapidly away from the house, and remounting our horses rode back to Adelaide, where we arrived soon after five. That evening Lady Jervois had a ball, to which nearly 400 people came.

June 16th.—After breakfast started with the governor by special train to Freeling, where we arrived at 11 A.M., and then drove through Greenock, Nuriootpa, Davieytown, twenty miles to Collingrove, Mr. J. H. Angas's place, where we arrived at 1.30 P.M. The road lead up and down over a rolling land of fertile red earth, and past many villages, some of them inhabited entirely by Germans, (the holdings are mostly of 200 acres each, well tilled, each side of the road), and others entirely by Swiss, until we arrived at Angaston.[1] A couple of miles outside this township a cavalcade of Oddfellows, with sashes and bows, came forth to meet us. One of them was brandishing his red banner on high, which operation, as neither he nor his horse were used to it, caused the two to part company, the man being shot in one direction, and the banner in the other. We picked him up and put him in one of the carriages, and carried him back to a public-house at the entrance of the village from which he had started. This was his home, and here we left him, a little stunned and bruised, but no doubt able, after further slight refreshment, to feel quite himself again. At the school-house in Angaston the

[1] According to official statistics published at Berlin, in South Australia there are nearly nine thousand German residents: in Victoria about the same number; in New South Wales about seven thousand, and in Queensland over eleven thousand. In all Australia there are thus about the same number as there are in Great Britain. In the United States there are nearly two million Germans.

district council read a short address to the governor, to which he, standing up in the carriage, replied in a few hearty and forcible words, which were cheered to the echo by all the inhabitants and holiday-folk who were standing round. The Rifle Volunteers looked very well and formed a guard of honour. The whole place was elaborately decorated with evergreens and banners. Passing out through the town, we have pointed out to us on the right the buildings belonging to Messrs. Smith & Co. and Messrs. Salter & Co., where much South Australian wine is made from the vines that grow very well about here; we then came to the entrance of the park, which is full of fine large eucalyptus trees, and consists chiefly of grass-clad undulations. The land is too poor for agriculture, which has here been tried and failed, owing to the soil being entirely different to that we had passed over further down. We entered the park and drove past Lindsay House (where Mr. Angas's father lived and died, and close to which in a mausoleum amid the trees he is buried), up to Collingrove, which is a snug, new, one-storied house, with a verandah and pretty garden of flowers all round. After lunch some of us went out for a good walk about the park, and took our guns with us; we saw some duck and a hare, but did not get anything. Mr. Charles Angas showed us some beautiful skins, both of birds and animals, which he himself had stuffed and preserved. Every room in the house seemed filled with good modern books; amongst others which we enjoyed looking over were two large folio volumes, one on New Zealand and the other on South Australia, splendidly illustrated by Mr. Angas's brother: they are both out of print now. In a copy of Gould's work on the *Birds of Australia*, of which there are 690 distinct species, which is more than the number found in Europe, many of the most beautiful kinds were figured, such as the paradise bird, the lyre bird, the mound-builder, and a large number of parrots and pigeons.

It is much colder here than down at Adelaide, and we are glad of the large wood fires, which burn brightly in every room, and are very comfortable. Amongst other things that are very good we much enjoy the real Devonshire cream, which reminds us of old Dartmouth days and Stoke Fleming rambles.

June 17th.—We are over 1,200 feet higher here than at Adelaide, and the barometer has gone with a bound from thirty inches to twenty-nine. It is a fine bright bracing morning. After breakfast we go down to look at the emus in the paddock, where

they are kept for laying eggs. They lay twice a week in a strange rough sort of nest, which is simply a heap of weeds lying on the turf. The eggs are a dark green colour, and slightly smaller than an ostrich's. They are often arranged with silver settings for ink-stands or candlesticks. We then mounted and went coursing. This was the first time we used the Australian saddle with the knee-pads, which are two strong leather projections about four inches broad, to which the knees fit close in riding, and are thus protected from the blow of any casual branch they may come in contact with in the bush; you are also, at the same time, by their means supposed to get a better hold of the saddle. Mr. Charles Angas brought out his six beautiful greyhounds, and we had two good runs, one for two miles, and killed each time. The hares, when started, ran away right through the park, which extends for some miles round Collingrove, and doubled up hill, and down dale, and in the open through the brushwood cover. We thus had a fine opportunity for admiring the great variety of the gum trees; their stems are very various, and so is their foliage, the leaves of some are much darker than those of others; and far from there being any monotony in them, an inexperienced eye would think that there are twenty or thirty entirely different sorts of trees. There were lots of magpies and crows about all over the place, and a quantity of paroquets, who, when uttering their notes together, make a noise just like a troop of starlings at home. After this we rode to the farm and saw some fine stock, some of it bought from Colonel Kingscote at home: three bulls, one of them an amazingly fine Herefordshire bull, which Mr. Angas had just imported at a very high price, and some promising fillies, and a whole mob of pretty ponies not yet weaned. There were flocks of sheep all over the park. Returning to the house we saw young Angas's colley and some other dogs in the kennels, amongst others some pretty fox terriers, just like those at Sandringham, and a fine pug. After lunch we drove away at 1.30 P.M., back to Freeling, and left by special train for Adelaide, where we arrived at 6 P.M. Went at 7.30 to dine at the Parliament House with the Speaker, Mr. Ross, and the whole of the Lower House (except two). There were about sixty of us altogether. After that to the Mayor's ball at the town hall, which was a very fine thing. The whole front of the building was brilliantly illuminated with gas, as also had been that of the Parliament House with coloured lanterns. Although it turned

out a very wet night, enthusiastic crowds of people thronged the streets. The Mayor read an address in which he spoke of the attachment of the people of South Australia to the Queen and to Great Britain. "He felt assured that in no part of Her Majesty's vast dominions would the sentiments of devoted and affectionate loyalty to our beloved sovereign, that animate all classes in the province of South Australia, be exceeded, nor will a warmer and more cordial greeting be anywhere extended to you." Eddy read our reply in which we thanked him for all he had said regarding ourselves, and added, "Though our stay in South Australia has of necessity been brief, we can assure you it has been a thoroughly enjoyable one. We had often heard of your well-being, and of your loyalty; we have now witnessed them both for ourselves. Sons of the Duke of Cornwall, who has bid us say how much he regrets to have not yet himself visited your colony, we rejoiced at Moonta to find ourselves in the midst of so many miners and true-hearted Cornishmen. In passing through your agricultural districts we have been greatly impressed by their resemblance to the fields of our own home counties, and we could often have taken them to be in reality part and parcel of the old English land. In visiting your pastoral regions, we have admired the beauty of the open country, and its manifold attractions; while we have experienced on all sides a warmth of kindly welcome which we shall never forget. If in future years my brother or myself should again visit your hospitable shores, we shall confidently hope to find that, with God's blessing, further enterprize has still more amply developed the various resources of this thriving and promising colony."

There was a very good portrait of the Prince of Wales hanging behind us on the dais: and an immense number of flowers and ferns and other green decorations brought from the Botanic gardens. There were about 800 people present at the ball, but it was not at all crowded, as, besides the ball-room, other rooms were all thrown open, the council chamber being used as a card and smoking-room.

June 18th.—We went to the opening of the National Art Gallery. This is the beginning of a national gallery for South Australia: some of the pictures have been purchased by a colonial parliamentary grant and others given by private citizens, the Queen has lent some from Windsor, and the Prince of Wales others: Chief Justice Way did the honours. One hundred men selected from various companies of the Volunteer Force (of which there are in all 1,500) were drawn up at the side, under Captain Harrold, and

looked very well in their scarlet uniforms. These men volunteered to go to the Transvaal, and meant it too, but their offer was declined by the Home government. South Australia evidently considers itself a real and living portion of the British Empire, and is quite willing to share the burdens of citizenship with the mother country.[1]

We then drove to Morphettville six miles off. It was very cold, but the rain held off. Mr. Baker, the steward of the South Australian Jockey Club, explained to us the "Totalizator," an instrument to do away with welching and "the ring." The names of the horses that are to run in any particular race are arranged in a row; under each of them there is a small slit, through which each person puts the stake for which he wishes to back that particular horse, and receives a receipt for the same from the clerk in charge. The current odds are shown under the horse's name as well as the actual number of persons who had backed him at those odds. The sum total of the money deposited, after a small percentage to the Racing Club, is divided at once, immediately after each race, on the production of the receipts by the ticket-holders of the winning horse. We had lunch with Mr. Baker at the back of the grand stand, where also were drawn up some capital London built drags. There was a hurdle race, a steeplechase, and a flat race, whilst we were there. After that we drove back to town, planted two trees (a deodara and Norfolk island pine) in the Botanic Gardens next to the cedar that the Duke of Edinburgh planted, and then went on to the Oval, where there was an intercolonial football match between the Carlton Club from Victoria and a team from Adelaide.

[1] On the 12th Feb. 1885, the New South Wales government telegraphed an offer to London of two batteries of their field artillery, and a battalion of infantry well drilled and disciplined, to land at Suakim in thirty days after embarkation, all expenses to be defrayed entirely by the Colony. South Australia, Victoria and Queensland also offered their forces for the same purpose on the 16th and 17th. In Nov. 1884 Canada had volunteered to raise a force for service in the Soudan. These actions speak louder than the words of those who tell us that the colonies are like ripe fruit ready to fall off from the parent tree at the slightest shock, or that the English people "do not care for Egypt."

> "You, like that fairy people set
> Of old within the circling sea,
> Far off from men, might well forget
> This elder nation's toil and fret,
> Might heed not aught save game and glee.
>
> "But what your fathers were you are
> In lands the fathers never knew.
> 'Neath skies of alien sign and star,
> You rally to the English war,
> Your hearts are English hearts, and true."

There must have been at least 3,000 people on the ground, which was very slippery. The Carltons won by three goals.

After dinner in the evening we went to the theatre and saw "Caste" played by a company of amateurs, Colonel Fitzroy, Captain Haggard, and Lieutenant Jervois amongst the number. The proceeds are to be given to a local charity. All the streets, it being Saturday night, were filled with dense crowds, and there was much cheering. The enthusiasm of the people (which means of course, their attachment to Great Britain, not to us personally) is most hearty and thorough. The lime-light was turned on in front of the house.

June 19th.—Went to church at St. Peter's Cathedral at 10.30 A.M. It is a new building; the choir only has been erected; the nave still remains incomplete. The choral service was very well sung, and the hymns were heartily joined in by the people. Dr. Dendy preached a capital sermon on "Be strong in the Lord." Bishop Short was sitting in his chair by the altar, though he was too feeble to take any part in the service. From the hill behind the Cathedral there is a fine view of Adelaide and the park lands, which are great open spaces that band the city round from the increasing suburbs.

In the afternoon we drove to the Hospital for Incurables, where there are about forty-eight patients; we went all over it and saw all in every ward. There were several poor boys with spinal affections, one very bright little chap chatted with us a good while and gave us some carving of his own doing. There were also some poor paralysed old men who were sunning themselves in front. We had a quiet dinner at Government House, and afterwards some music and hymns with Lady and Miss Jervois in the drawing-room.

June 20th.—Left Adelaide at 7.30 A.M., driven by Mr. J. L. Stirling in his four-in-hand drag; Lieutenant Jervois and Mr. Thring ("the colonel" whose acquaintance we first made in the mail steamer, who is a nephew of Sir Henry Thring, and a friend of the governor) are going with us for our nearly 600 miles' overland journey from Adelaide to Melbourne. As we leave Adelaide we pass small groups of working men going to their labour, who stop and cheer us. The road leads away up Mount Lofty, past Glen Osmond at the foot of the hills, four miles from Adelaide, where Sir Thomas Elder, (who has since given £3,000 for the establishment of a South Australian scholarship in connection with the Royal College of

Music) has a curious collection of animals and birds. Hitherto the road is the same as we went on Wednesday, the rich arable land all inclosed with posts and rails or hedges, and under cultivation for grain and fodder, for vineyards and gardens, and is thickset with homesteads. From the summit, as the sun is shining brightly amid the woods of red and blue gum-trees with other undergrowth, we have our last look at Adelaide, with its twin towers and steeples in the distance over the plains, and the gleaming line of sea behind in the Gulf of St. Vincent. Vineyards in the foreground, olives immediately beyond, orchards and gardens in the middle distance, innumerable townships with their neat villas and gorgeous gardens combine to produce a rich effect of peaceful prosperity. We pulled up for breakfast at Crafers shortly before nine o'clock. From this point begins the descent on the opposite side of the hills; this is more gradual than the ascent, and the woods here—now of white and stringy bark gum-trees (a different kind to those on the western side of the range)—are far thinner and more open. We drive straight through Echunga (twenty-one miles from Adelaide) to Macclesfield, where we change horses. Getting down for a few minutes, chatted with a lot of little lads from the Hahndorf School close by, amongst whom one who was a German and another who was a Jew made the brightest jokes. The road led on from here over a country of picturesque hills and valleys, over lots of land with dead gum-trees on each side, most of which had been "rung," for the land was for a short time cultivated for wheat, but the soil was found too poor, and so is now again used for sheep farming. Thus on to Strathalbyn, a Scotch settlement, where we again stopped to change horses (thirty-five miles from Adelaide), just before noon. Here the town councillors turned out, partly German and partly Scotch, who took us into the Institute, where we drank their healths, and then went and looked at the Strathalbyn and Goolwa volunteers, who were also all turned out; they were strong, stalwart, well set-up men in a serviceable workmanlike uniform. The State School children also were drawn up alongside the road, and sang "God save the Queen" and the "Song of Australia," which in South Australia seems generally added to the National Anthem. From here we drove on through a nearly level country of pasture and wheat-fields, thirteen miles to Milang, on the western side of Lake Alexandrina. Here ended our pleasant coach drive, at 1.30 P.M., forty-eight miles from Adelaide. It was on Monday, November 11th, 1867, that the Duke of Edinburgh passed along this same

road from Adelaide to Milang; he left at 7 A.M., arrived at Echunga at 11 A.M. for breakfast, and at Milang at 4 P.M.

Here Mr. Landseer (a relative of Sir Edwin's), the chief resident, and a member of the Assembly, and owner of the steamers on the lake, got us on to the tram, ran us down the jetty, where the *Despatch* was waiting with steam up, on board of which they had prepared lunch for us. Mr. Edmund Bowman, of Clare College Cambridge, the eldest nephew of Mr. Bowman of Campbell House, with whom we are going to stay, and Mr. Davenport, one of the oldest colonists, and full of the most interesting conversation, met us here, and as soon as the luggage had arrived we started and proceeded down the inland sea or Lake Alexandrina. It is nowhere more than six or eight feet deep, and in parts not two, although the surface of the water (thirty miles long by fifteen broad) is so large that in many places the opposite coast is out of sight. It opens to the sea by a narrow passage known as the Murray Sea Mouth, as the lake is in reality an enlargement of the Murray River, the waters of which flow into it at its north-east end. On its south side are two other lakes, the Albert and the Coorong. The waters are brackish and abound in fish, especially the Murray cod. This exit of the Australian river system, that stretches far into Victoria, New South Wales, and Queensland, and is worked by a steam navigation for nearly 4,000 miles, has no navigable or proper sea outlet. There are large flocks of wild birds, swan, bustard, grey geese, duck, and pelican flying and screaming about, especially in the narrow channel between the two lakes. It was quite dark when we arrived at Point Macleay, the jetty by Campbell House, at the southern end of Lake Albert, at 6.15 P.M. and were piloted in by rockets and blue lights, and, as it is very shallow, landed in small boats. Mr. and Mrs. Bowman gave us a most kind reception; after dinner went to bed pretty tired.

June 21st.—Breakfast at 7.30 A.M., and started immediately afterwards, some riding and others driving, for the kangaroo hunt. In the first drive Eddy shot two kangaroo, a right and left shot; George shot three; they are in such large numbers here that, although their skins make capital fur, it is customary to cut off only their thick tails, boil them down into excellent soup, and leave their carcases on the ground. There were lots of dulachies, which are smaller than a brown kangaroo, and are grey-haired and red-headed; these do not strike the tail on the ground in running as the kangaroo appear to do. There are pits in the corners of this one

paddock (which alone consists of 800 acres), into which the kangaroo are driven on all sides by 200 black and many white men mounted; as they come bounding and leaping along they seem to have great difficulty in turning, and never attempt to avoid any person or obstacle that may be in their way, but go straight for it, whatever it may be, even if it ends in their being capsized. A great many of course did not fall into the pit, the majority breaking back through the line of beaters. There were two pits, however, into which a good many jumped, and out of these one Joey was taken, and a little baby kangaroo out of its mother's pouch. The kangaroo are very destructive to the sheep-runs by eating the grass, and multiply at a great rate, faster than they can be kept down. On this estate, which consists of 50,000 acres, there were 4,000 kangaroo killed last year; each tail, which is worth about sixpence, is given to the keepers. There were lots of wild turkey about, for it is a rough country all round, though it makes an excellent sheep-run. It will carry two sheep to the acre, and the land is worth about £2 an acre; the best land will fetch £3; on new land, however, each sheep has a rough allowance of from one to three acres. The fleeces of the sheep we saw to-day are worth about 5*s*. each; on this estate and on another he possesses Mr. Bowman has 280,000 sheep. With £25,000 capital a man can buy land worth £75,000 by instalments, and in three years of good luck pay up the whole and the interest on his money too; but there may come a bad year, in which he will lose pretty nearly all his stock and have to begin again. But beyond all things else sheep farming depends on the management: "one man mars and another makes." Sheep farming will yield on an average 20 per cent., and in a good year a good deal more. The blacks make capital shearers. The shearing-house is arranged with doors that open into a sort of pen on the outside, with a separate division in it for each shearer's sheep to go into, so that standing on the outside you can tell at a glance who has sheared a sheep amiss. A good shearer is able to shear one sheep in two minutes forty seconds, and a first-rate shearer will turn out as many as 140 a day, but that is far above the average. (Compare sheep farming in Uruguay, p. 280—282, and on the Plate, p. 289.)

We had lunch in the bush—English park-like land, wooded with gum-trees and she-oaks, no undergrowth, only rough grass—making a fire and cooking our own meat. Mr. Bowman showed us how to make bushman's tea, boiling the water first in the billy, putting the tea on the top and then the sugar, and stirring it up with a stick.

After lunch we rode after more kangaroo on horseback. You can ride a kangaroo down after about two miles in the open; we got twelve in this way. Using kangaroo hounds, about fifty or sixty more were taken; the dulachies and wallabies leap and bound with their tails off the ground; the kangaroo seems to use his as a lever, though really no kangaroo, unless by accident, in uneven ground when going fast, touches the ground with his tail. The tail balances the animal. When standing or moving slowly in act of feeding, the animal has the tail always touching the ground. The Australian horses are very quick to turn, and when the bridle is merely pressed against one side of the neck, or when the slightest hint is given by the pressure of the knee, they are round in a second. And it is the same in driving; it was quite astonishing to watch the way in which Mr. Bowman handled his pair, and whisked the waggonette in and out and round about stumps and fallen trees and all over the scrub, and coming home kept up abreast of the galloping horsemen. Through the grass of the open there are broad clearings cut for roads, which reminded one of the "ridings" in the woods at home; this is done to check bush fires.

The sound of a lamb's bleat reminded us also of England, where to-day is the longest day, though here it is the shortest, in the year. The sky is leaden, and though there is no frost, there is a feel about the clear air like a black winter. After dinner, which was at 6 P.M., we went to see a korrobboree, where the black fellows were encamped at a short distance from the house. There were two tribes of these, and about 200 of them in all. They were painted with white and black streaks across the face and chest, and got up in correct style with skins and spears and boomerangs; by the light of the fires which were kindled in a circle around they looked sufficiently hideous. The tribes danced alternately, and the watchwords of their songs appeared to be half English, half native. A great deal of the action of the dance consisted in striking the ground at the same moment, so as to cause an echoing thud with their feet. One of the repeated actions was to cause the muscles of the leg and thigh to quiver simultaneously from toe to stomach in a most extraordinary manner. At the end of each figure they brought themselves up sharp with a strange deep-toned sound, half hurrah, half grunt, "Wir—r—r—wuh!" They would then wheel right across the inclosed space in line, and chattering as fast as they could, upon the women who were sitting on the ground, and also singing a sort of chorus of a few notes; the line would then wheel back, break up

into twos and threes, brandishing their short sticks and clubs over their heads, each man vociferating quickly to his mate, and then all of a sudden these incoherent sounds would all coalesce together into a chorus, and the band, again united, would cause the ground once more to vibrate to the reiterated cadence of their stamp.

June 22nd.—Up at 4.30 A.M., and at 5.0 went by moon and starlight, and the two planets Saturn and Mercury still in conjunction, and with the rockets and blue lights to help us to find our way to the end of the jetty, down to the *Despatch* steamer, to cross over to Meningie on the opposite side of the lake ten miles off, but forty from Milang at the north end of Lake Alexandrina. We arrived there at daybreak about 7 A.M. In the grey morning light, and with all the green weed through which the steamer pushed its way in the shallow water to the landing place, it did not seem an over-cheerful place; but the few people that were about, and with whom we conversed promiscuously, were hearty and sound-minded. They had nothing to gain by pretending what they did not feel, and their professed feelings were such as did honour to themselves. We got into a large brake here that was waiting for us with four horses, and put what luggage we had into a two-horsed buggy to follow. A good metal road led off through the bush that stretched away on either side, and consisted chiefly of mallee scrub and dwarf eucalyptus, for some miles to the "Tam o' Shanter Inn," where Mr. McCallum had prepared a capital hot breakfast of fresh fish and sausages, to which, having been four hours in the open air, we did ample justice. Then on through the bush again, and along down the Coorong, where there was many a pretty view in the sunlight over the smooth blue water to the sand dunes and hills beyond, that shut out the sea from this long estuary. Then for miles over open grass lands, with gum-trees here and there, either in clumps or solitarywise, and past a shanty or other sign of struggling or straggling settler. The road is in parts well metalled and as sound and hard as any in England, and in others it merely runs over grass and the black peaty soil churned up by many ruts and scored with wheel-marks of passing traffic. The mail between Adelaide and Melbourne runs overland this way, and the well-horsed coach passing twice a day to and fro is the chief enlivener of the solitude which otherwise, except for the bounding kangaroo and a few wild turkey, seems perpetual. Mr. and Mrs. Bowman had kindly provided two hand-boxes, which we carried in the carriage with us, filled with fruit and more solid refreshments; with these from time to time we

still further enheartened the spirits of the travellers whom, however, "the vivacious colonel" kept pretty well awake. In many places we drive as through an open English park, only it is like a park that is in Chancery, with the trees fallen and dead and the stumps protruding here and there, and pools uncared for, and the grass growing by their sides dank and lank. And then over a sandy beach, McGrath's Flat, and through water for a mile or two that reaches nearly over the wheels, but all is sunny and pleasant; then on to a wholly different soil, black and fertile, the fenced holdings hereabouts showing that man had taken nature in hand, "as when Adam delved and Eve span," to replenish the earth and subdue it. A few flocks of sheep wandering at large and enjoying themselves by browsing as we had been doing, although on other material, were the signs that warned us we were drawing near to Coolatoo, where we pulled up for lunch at 4 P.M. It was a small inn kept by a Dane of the name of Andersen, a native of Fünen, with whom we enjoyed a chat about Copenhagen, though it is many years since he has been there. Here the mail stops daily at 8 P.M. for supper, and here the two brawny mounted South Australian police handed on their duties to another pair; two of this well-mounted and well-equipped, and in every respect, as far as the eye can judge, highly satisfactory body of men conducted us the whole way across from Adelaide. Soon after we left here the stars came out again, and we let down the curtains of the brake and had a snooze, but as the road was in parts very rough the members of the party now and then had a real good bang one against another. It was nearly 10 P.M. before we arrived at Kingston at the end of our ninety-eight miles' drive from Meningie, having made altogether 108 miles to-day, which is more than the *Bacchante's* average for twenty-four hours. Here the inhabitants had illuminated their houses, and some of them even came out in a cavalcade to welcome us. After a good dinner at Peck's Hotel, wild turkey and teal, we turned in and went to bed at 1 A.M. without the luggage, which did not arrive until an hour later. The buggy found the road very heavy, and had to put up with a jibber or two. In olden days Mr. Peck had been Colonel Mount Edgcombe's servant, and curiously had been with him when he stayed at the old house at Sandringham.

June 23rd.—Breakfasted, then off by special train at 8 A.M. We had a glance first at the pier and jetty, where two steamers were lying for wool. The district council turned out, and their chair-

man read a short address at the station. We shook him by the hand, and told him we were much obliged for all his good wishes, and we hoped he would live many years, and that every day of his life would be as full of happiness to him as he said to-day was. The dew was lying heavy on the ground, and there was a keen frosty feeling in the air. The train sped along swiftly through scrub and two or three wayside stations to Lucindale where it stopped to water, and all the school children turned out in a row along the platform, which some one had spent pains and trouble to decorate prettily with evergreens, and sang "God save the Queen." We arrived at Narracoorte, the present end of the fifty-three miles railway from Kingston, at 10.30 A.M., where we mounted Mr. Robertson's private carriage and drove first to District Square, where both of us planted a gum-tree. We were told that lots more were going to be planted to-day to make a shady avenue round the square, and evidently the people here are prepared to make a regular day of it after we have gone on; there are signs of preparation for feasting, and the brass band with a very big drum have already begun their manipulation. Then to Struan House, where we lunched with Mr. Robertson; before that we walked over his grounds and saw in the park the small fenced inclosure within which his father rests, who was one of the first settlers who came out here thirty-two years ago; and then to see the kangaroo hounds and his stud. After lunch drove on through open park-like scenery to Penola, (thirty-two miles from Narracoorte,) where we arrived about 4 P.M. We are very sorry that we shall not be able to visit Mount Gambier, but the time will not allow. At Penola there was something quite new in the way of an Address read by Mr. McKenzie, chairman of the district council; it was inclosed in a silk case like a Union Jack, which must have cost the school children who had worked it much time and labour, and referred amongst other things to our being in the navy. These again were drawn up by the side of the road and sang the National Anthem. There is also something original about the decorations here, and it is touching to see strong hearty men as well as women really affected by the remembrances of the old country which our coming seems to awaken in their breasts; for of course we know well enough that all this is not got up for us, but is merely a sign of their warm attachment to England over the seas, and of all that name awakens and recalls in every British breast. Drove on another four miles to Yallum Park, the charming and comfortable residence of

Mr. Riddock surrounded by a very pretty garden. Mr. Scott is staying here, and after dinner he and Mr. Riddock chatted away in the billiard-room, and gave us a good insight into the ways and manners of the country. The Scotch are the best and most successful of emigrants. Half the most prominent among the statesmen of the Canadian confederation, of Victoria, and Queensland, are born Scots, and all the great merchants of India are of the same nation. Whether it is that the Scotch emigrants are for the most part men of better education than those of other nations, or whether the Scotchman owes his uniform success in every climate to his perseverance or his shrewdness, the fact remains that wherever abroad you come across a Scotchman you invariably find him prosperous and respected in calculating contentment, and with a strong-handed, open-hearted hospitality that no words can render adequate thanks for. To come in contact only with such colonists is morally health-giving. This was our last night on South Australian soil, which, next to Western Australia, is the largest British province in the world. The total area of the colony stretching across the whole continent from the Southern to the Indian Ocean on the north, comprises 903,690 square miles. Of this, North Australia contains 523,620 square miles, South Australia proper 380,070 square miles. Of South Australia 15,463 square miles are sold and selected, and 191,892 more are leased from the State: 141,257 square miles (or more a great deal than the whole of the United Kingdom of Great Britain and Ireland) are not even applied for. As a matter of course, there is a great diversity in its physical features, more so, perhaps, than in any other one of the five provinces of Australia, magnificent plains of agricultural land by Adelaide, and round the head of the two southern gulfs (the wheat grown on which has obtained, both in England and at other International Exhibitions in Europe, the gold medal, as being the finest exhibited by any country in the world),[1] mountain ranges stretching for hundreds of miles, and often covered with large timber, and other plains, beneath which is mineral wealth which

[1] In 1884 the area harvested was 1,630,000 acres, the average yield three bushels per acre: total production 5,161,666 bushels. The average for fourteen years has been seven bushels per acre. South Australia is now, and must ever be, mainly a pastoral country. In the neighbouring colony of Victoria the wheat yield is over 15,000,000 bushels; very nearly an average of fifteen bushels per acre; the whole of Australasia produced 37,000,000, Canada 35,000,000, Great Britain and Ireland 82,000,000, the United States 357,000,000, and India 287,000,000 bushels in 1885. India will eventually supplant all other countries in the European markets in regard to wheat production.

only waits the employment of capital and labour to be developed. For many years it was supposed that the interior of Australia was a desert, but one result of the spirited enterprise of South Australia in carrying the telegraph from Port Augusta in the south to Port Darwin in the north, has been to prove that nearly the whole of it is fully capable of carrying large herds of horses and cattle, and where the first explorers died or else endured the greatest distress, there are now squatters' homesteads with plenty and comfort. The great success that has attended the sinking of artesian wells in all this central region has made available for grazing vast tracts that were considered worthless. North Australia, or as some have proposed to call it Alexandraland, after the Princess of Wales, was annexed to South Australia in 1863 by the Home Government. The population is 3,000; but of these only 700 are European, mostly located near Port Darwin, and the rest Chinamen, who have flocked in. The territory is without parliamentary representation: a resident, and staff of officials appointed from Adelaide, manage its government. The pastoral land already leased in the northern territory is 338,287 square miles; what has been sold has fetched at an average 4*s.* 5*d.* per acre. In the lease it is stipulated that at the end of the third year after application there shall be on the land two head of large cattle or ten head of sheep to the square mile. The rainfall from November to March is sometimes excessive—as you go inland the rainfall diminishes.

[South Australia was founded in the year 1836, and several of the first colonists still remain alive to see the results of their early labours. It was started on a totally different system to any other colony. Mr. Wakefield was the originator of the system, which embodied three principles: first, it was never to cost the mother country anything; secondly, there was to be no State Church; thirdly, that no convicts were ever to be admitted to its shores. These three principles have been fully carried out. To carry out the first principle the land was to be sold in portions at a fair and reasonable value, and the proceeds were to be devoted entirely to the introduction of labour from the mother country.

Though at first the system of immigration was carried on on a somewhat improvident scale (people being brought out here at a cost of sixteen pounds apiece to Adelaide, who then passed on to the goldfields of Victoria, so that this colony reaped nothing for its outlay), and though much distress had to be encountered by the pioneers who founded Adelaide, yet this principle of doing all

they can to obtain further population from England has never been lost sight of, and this province has probably spent larger sums than any other in aiding emigration from Great Britain. A very large supply of labour is required to carry out the great public works which are in progress, and private enterprise is much cramped and fettered by the scarcity of man-power. Wages are as high as in any of the colonies, generally at the least fifty per cent. higher than they are in England, and in the present state of this colony (which contains only 300,000 people, or about the population of Sheffield, in a country seven times as large as the whole of Great Britain and Ireland), thousands of working men might be introduced and find employment without the slightest danger of reducing the price of labour. The South Australian Government advertised in the English papers of recent date that perfectly free passages would be given to female domestic servants of good character, and to children under twelve years of age, and girls accompanying their parents. Mechanics, navvies, agricultural labourers, and copper-miners were eligible at the assisted rates. Application was necessary to the Agent-General and Emigration Agent for South Australia.

The whole land of the colony when surveyed, has, since 1877, been divided into two classes, that for townships and that for agricultural purposes. The money obtained by sale is devoted not only to bringing out labour, but also to the construction of roads and other public works. Road making, in fact, seems to be a *specialité* of South Australia, each district, after raising a rate of a shilling in the pound on the value of the property in it, is helped by the grant of an equal amount, pound for pound, from the public treasury, and now there are more than 800 miles of the best macadamized roads and 3,000 miles of fairly good road in South Australia radiating from Adelaide. Very nearly £2,000,000 have been spent on these roads, and now railways are being constructed with equal enterprise.

All unsold lands after survey have a fixed value put upon them by the Commissioner of Crown Lands, not less than a pound an acre. When any lands are declared open for selection by proclamation in the *Government Gazette* at a fixed price, a day is appointed for receiving application, and any portion not previously selected or sold may be chosen by any one so long as the block does not exceed, in the aggregate, 640 acres, or one square mile; on application he must pay down a deposit of ten per cent. of the

fixed price. At the end of three years he will have to pay another ten per cent. If, at the end of six years he is not prepared to pay the whole of the purchase-money, he may pay half of it then and defer payment for another four years. Such lands as have neither been selected nor sold may, at the end of five years after the above proclamation, be offered for sale in blocks of not more than 3,000 acres on lease for ten years, at an annual rental of sixpence an acre, with a right of purchase at any time during lease at one pound an acre. A selector must reside nine months out of the twelve on his land, either personally or by substitute; in the first case, at the end of five years, by paying up the rest of his purchase-money, he may get his freehold, in the latter at the end of six years. Before the end of the second year he must have improved the land to the extent of five shillings an acre; before the end of the third year seven-and-sixpence an acre; before the end of the fourth year ten shillings an acre; and during each year he must plough and have under cultivation at least one-fifth of the land. The land is cheap, the terms of payment are easy, and the amount of cultivation required is not more than any man, intending to farm, would attempt if the matter were left to his own option. It has been found, however, that 640 acres is not enough to enable a man to farm profitably by uniting stock keeping with wheat growing, and it is proposed to enlarge the area which one man may hold to 1,000 acres. Some capitalists have purchased magnificent estates from 40 to 100,000 acres, and established large model farms upon them.

In the whole of South Australia proper there are 6,804,377 sheep and 294,410 cattle. Taking one head of cattle as equal to six sheep, this would be equivalent to 8,570,837 sheep (about half as many as in the whole of Great Britain) on the 380,000 square miles of the colony, *i.e.* one sheep to twenty-eight acres, or twenty-three per square mile. In New South Wales there are 167 head to the square mile, *i.e.* 52,000,000, or nearly eight times as many stock to the square mile as in South Australia. This colony actually imports large quantities of beef and mutton and butter to feed her population; its resources are not utilized because the upland requires more than three years' leases to develop it properly, and an expenditure of about £50 a square mile to do it. Security of tenure and twenty-one years' leases are required to induce capitalists to take them up and properly develop the land.]

June 24th, Midsummer Day.—Breakfast at 7 A.M., then started at 8 A.M. in a new Cobb's coach which had been sent up from

Hamilton, the four-in-hand being driven by "Tom Cawker." The coach held four comfortably inside, and the box-seat took us both alongside the driver, as our party is six we just fit; the "snack box" is under the care of the "Colonel," and the luggage comes behind in a buggy. The first four miles is back to Penola, there we pass the mail and drive through the bush, which is just the same park-like country as yesterday, only the road is now rougher and broader; for large breadths of bush and grass are left unfenced on either side to allow of the flocks grazing as they travel along from station to station. Here and there are trees lying just as they have fallen all across and over it; round them the tract twists and twines, and even at night the coach is able to avoid these stumps and stocks, for it carries five lamps in front, one on top and two each side, with very large reflectors, which throw the light forward all over the road and create quite an illumination, so that everything can be seen most distinctly. We arrived at the halfway-house between Penola and Casterton, and just over the border of Victoria, at 11.30 A.M. Here we changed horses and bade adieu to our South Australian mounted troopers, who took back a telegram to forward from Penola to Sir William Jervois thanking him for all the arrangements made thus far. Two of the Victorian mounted police joined us here, and on we went. About four miles outside Casterton a number of the Victorians came out on horseback to welcome us over the border, and brought spare horses for us to ride on into the town, with kindly foresight thinking we should thus like to stretch our legs a bit. Accordingly, three of us left the coach and mounted; one of us was on a race-horse that happened to be in training, a splendid animal who went over the logs by the side of the road in fine style. At the top of the hill going down into Casterton the Oddfellows all came out in procession with their banners and a band to play us into the town. This certainly enlivened the proceedings in more ways than one, for it was impossible amid their strains and shoutings to keep our horses at a foot pace or march with them, therefore those on horseback went ahead, while the Oddfellows conducted the coach and its remaining occupants with all becoming dignity under the triumphal arches to the hotel, forty-four miles from Yallum, where a capital lunch was already laid out, for which we were quite ready. A pretty little child, apparently impromptu, came toddling in while we were sitting at table and went round lisping in a low crooning song, "Welcome to Victoria, welcome to Victoria." After lunch

we started at 2.15 P.M. for Coleraine over a splendid country, the "garden of Victoria" (which we are told will carry ten sheep to the acre), and over rolling downs reminding us of Wiltshire, and with lovely views of the distant country now in its mid-winter green and looking at its best. At Coleraine at 4.20 P.M. we changed horses, during which operation we made the acquaintance of several of the chief inhabitants of the district and heard the children of the state school sing the Victorian National Anthem. The words are simple enough, and the music and voices sounded very cheerily.

Hurrah for dear Victoria,
Her woods and valleys green ;
Hurrah for dear Australia ;
Hurrah for England's Queen.

Good ships be on her waters—
Firm friends upon her shores ;
Peace, peace upon her borders,
And plenty in her stores.

Right joyously we're singing ;
We're glad to make it known
That we love the land we live in,
And the Queen upon the throne.

Then hurrah for dear Victoria,
And may we still be seen
True to our own dear country,
And loyal to our Queen.

We arrived at Wannon or Redruth just before dusk, and were able to run across the fields and have a look at the falls while they were changing horses : then on again to Hamilton, forty miles from Casterton, and the end of our splendid eighty miles drive to-day. As we approach Hamilton many bonfires are lit by the side of the road and a constant succession of rockets are let off, while crowds of people, some in wagonettes and others on horseback, come out to meet the coach. We drive up to the hotel, the whole front of which is brilliantly illuminated with gas and Chinese lanterns, at 7 P.M. Here all across the square the people are standing so thickly that we can only at a very slow pace approach the house under arches covered with evergreens and flags, and between the lines of the fire brigade, all of whom are carrying lighted torches. Captain Le Patourel, the Governor's A.D.C., is here to meet us, and has prepared dinner. But first we go out on the balcony in front of the hotel where there is a vast amount of cheering for the Queen ; the Mayor then explained to the people that we thanked them heartily for their good-will to England, and that as we were rather tired with our long

overland journey we wished them all "good night," so after more cheering we went inside and after dinner enjoyed looking over the letters and mails from England which Captain Le Patourel had brought up from Melbourne.

June 25th.—The morning opened wet and drizzly; we left by special train soon after 8 A.M. for our 230 miles run into Melbourne. There were two splendid saloon carriages which had never been used before. They had been built and decorated in anticipation of the visit of the Prince of Wales to Victoria for the Melbourne Exhibition last year. In these (with various gentlemen connected with the railway department) we travel down; our first stop was at Ararat, at 10.15, where, while they were watering the engine we left the train and drove round the town. The singing of the British National Anthem on our return (they had a harmonium on the platform, and the children divided—the boys on one side of the station and the girls on the other—) was the best we have heard anywhere. There was a great crowd and they were very enthusiastic. Then on to Ballarat where at 1.15 we lunched with the Mayor in the station. Started again, and only once more pulled up, at Geelong, where there was a jolly English peal of bells in the square church tower by the station, which sounded very home-like as they rang. We arrived at Melbourne at 4.20 P.M. Mr. Berry, the grey-haired Prime Minister, with the rest of his Cabinet met us on the platform. After being introduced to each of these we drove straight away up Collins and Swanston Streets to Government House, right through the city; the breadth of the streets and the magnificence of the public buildings quite surprised us. Both sides of the street were lined with people who all seem very pleased and kept cheering away as hard as they could. Our first impression is that the buildings of the town are of darker hue and blacker than those in Adelaide, though much huger. We saw Lord and Lady Normanby and the Admiral, and then drove down to Sandridge Town Pier, from which we went off in the steam pinnace to the *Bacchante* at 6 P.M. She arrived from Albany on the 18th, and has already unshipped her rudder which has gone ashore to be properly mended by the Tyne Foundry Company. The price of the contract is £300, and the work is to be completed in twenty days. We have been away from the ship just fifteen days and have thoroughly enjoyed ourselves. We find it colder here than at Adelaide; though it has been a bright sunny winter's day.

IN HOBSON'S BAY, MELBOURNE.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
June		°	°	°	°
26S.	Calm	46	46	51	48
27	N. 1·4	45	45	49	46
28	N.W. 4·7	45	45	48	50
29	N.W. 6·8·5	45	45	52	52
30	N.W. 4·7·6	45	48	50	49
July					
1	N.W. 3·5·3	48	48	56	53
2	N.W. 3	48	48	56	53
3S.	N.W. 2·6	48	48	51	55
4	N.W. to N. 6 to 4	49	49	58	58
5	N. to N.W. 2·3	49	48	57	56
6	N. 3·7	48	50	55	55
7	N. to N.W. and W. 3·2·1	49	48	62	53
8	Variable 1	48	48	56	52

June 26th.—A quiet Sunday on board; a fine day but rather cold; usual services on the main deck. There are two little kangaroos that have just come on board, quite tame, from Mr. Bowman's, but we are afraid they will scarcely live.

June 27th.—On board all day but found it very cold at school. At half-past four went ashore with the Captain and John to Sandridge Town Pier and then drove up to Government House where we dined with Lord and Lady Normanby.

June 28th.—In the forenoon after breakfast we went with the Governor to the Mint, where Mr. Delves Broughton met us, and showed us all the processes by which the gold is melted and rolled and coined. We each coined a piece ourselves which they afterwards gave us to put on our watch-chains as souvenirs. We also saw the new process of getting the silver away from the ore. The whole thing was very interesting; the machinery is perfectly new and is better than that in the Mint in England; the reason being, we were told, that as it has been long under contemplation to move the Mint from Tower Hill to the Thames Embankment, it has not been thought worth while to do more than keep the old machinery there in fair working order, and so the adoption of an improved system has been deferred until it is established in its new home on the Thames Embankment. The present Mint on Tower Hill was transferred thither from the Tower of London in 1810. There are branch Mints at Melbourne, at Sydney, at Bombay, and at

Calcutta. The London Mint coins the Canadian dollars and the West Indian nickel pence. The total value of the gold coinage made in the last ten years at the London Mint is 32,479,000*l.* The total British gold coinage in circulation in Great Britain is 100,000,000*l.* The Melbourne Mint was built in 1872. This year three million sovereigns have been coined in it; or sixteen millions in less than ten years, nearly half the quantity coined in the same time in the London Mint. They are identical in every respect with those issued in London, with the exception of a small M, which is added as a distinguishing mark.[1]

After lunch had a walk in the town; the streets strike us as being very broad (99 feet); on each side of most of them trees are planted, to mitigate the heat and dust of summer. Streams of water in stone channels (like those at Cambridge) run along the sides; a little wooden bridge carries the foot traffic over them at each crossing. The streets run at right angles to each other, and every alternate one running east or west is a narrower or smaller one, and bears the same name as its wider neighbour only with the prefix of "Little." Of those that run north and south, Elizabeth Street, full of banks and insurance offices, runs in the valley between the two principal hills or parallel ridges over which Melbourne has spread. This valley slopes gently northwards and upward from the quays of the Yarra-Yarra. In this central thoroughfare are the Town Hall, the Cathedral, the Museum, the Library, and the Picture Gallery. Other parallel streets to this are those called after various Australian notabilities, Swanston, Stephen, Spring, Lord John Russell, and Spencer. Of those that intersect them, and which run from east to west, right across from the western heights to the eastern, the chief are Flinders (with its huge warehouses), Collins (which is the Bond Street of the place), and Bourke (which is its Oxford Street), each a mile and a half long, with open prospect from end to end. The last terminates high above the valley in front of the Houses of Parliament, still in course of erection, and starts at its western end from the railway station, which occupies the oldest site in Melbourne. At the intersection of Collins and Russell Streets is a colossal bronze group of statuary on a granite pedestal, commemorating the explorers Burke and Wills. The city is just as old as the Queen's reign; it was founded in 1837 and called after Lord Melbourne, the

[1] The Sydney branch of the Royal Mint was opened in 1855. From that date to 1883 forty-seven millions of sovereigns and two millions of half-sovereigns have been coined at it.

premier at the Queen's accession in the same year; it was then a few wooden huts and a wooden church with a bell suspended from a tree. It is now one of the two largest cities in the world south of the Equator, the other being Buenos Aires in South America, and is seventh city for size in the British Empire. Its population (350,000 persons) is now—although fifty years ago the whole shore of Victoria was unknown to Europeans—very nearly the same as that of Manchester; the rateable value of the property in the city is now over ten millions. Few, if any, cities have ever attained so great a size with such rapidity; old colonists remember cows tied up to the trees where the Town Hall now stands; land then that was thought dear at 1*l.* an acre now realises 500*l.* per square foot, and plots which then were bought for 20*l.* have been sold for 70,000*l.*[1] The parks, squares, and gardens are so numerous that with only one-thirteenth of the population of London it occupies very nearly half as great an area. Ten miles by seven is its area, and into it have congregated one quarter of the population of Victoria, a country nearly as large as Great Britain, just in the same way as into London are packed one-fifth of the inhabitants of England; and as the population of London exceeds that of the whole of Scotland so that of Melbourne exceeds that of the whole of South Australia. Whether, however, it be for the real advantage of either city thus to draw together to itself so large a proportion of the population may be doubtful. The rapidity of its growth and development is a striking proof of what the enterprise of man and the power of wealth can effect even in one generation. Its edifices, under a sky usually clear blue (at midday Egyptian, in the evening Mediterranean), rival in appearance those of the older capitals of Europe; the magnificent pile of the Post Office; the gigantic Treasury, which, when finished will be larger than our own in London; the University; the Parliament Houses; the Union and Melbourne clubs; the City Hall; the Wool Exchange; the viaducts upon the Government Railroad lines—all are Cyclopean in their architecture, all seem built as if to last for ever; they are chiefly constructed of blue stone and in classic style, and therefore are almost as imperishable as the granite buildings of Edinburgh.[2]

[1] A sailor not long ago walked into one of the finest banks in Collins Street, and both demanded and obtained 50,000*l.* for the site, a voucher for which at 37*l.* he had in his pocket.

[2] With one or two exceptions the public buildings are all constructed of stone imported from Tasmania, Sydney, or England. The local stone is volcanic, exceedingly hard, and very dark in colour; resembling the whinstone of Scotland.

Captain Lonsdale in H.M.S. *Rattlesnake* arrived in 1836 in Port Phillip. The first settlers had previously come from Launceston in Tasmania, and within five days of their arrival the plough had passed through the soil and wheat was sown; five years did not pass before the new settlement asked to be separated from New South Wales. From 1842 to 1850 the agitation for independence continued, but was brought to a head when in 1849 a convict ship arrived in Hobson's Bay with a batch of felons. The colonists, headed by Sir William Stawell, the present chief justice, protested that they had never received convicts, and were prepared to undergo any extremity rather than do so now. The Colonial Office gave way; and in 1851 at the age of fifteen years the young colony became the mistress of her own destinies; the same year gold was discovered and her fortune was secured. In wheat growing Victoria could not have competed with Adelaide, nor in producing wool with New South Wales, on account of the smallness of her comparative extent: it was the gold that made her, that brought the bone and muscle and sinew that have built up so rapidly her prosperity; no single British colony has ever enjoyed prosperity so rapid and so great as that which has fallen to Victoria.

We passed the open space on which the new cathedral of St. Paul's is being built, from designs by Mr. Butterfield, for Bishop Moorhouse, at the corner of Swanston and Flinders Streets. The site is rather confined, and the design is the result of a series of alterations and compromises. Christians of many denominations in the colony have contributed to raise this as a monument to him who is to-day the greatest spiritual force in Australia. "He has commended himself to an energetic and ambitious society by energy, boldness, and indefatigable labour which match their own; and he has shown the less common qualities of independence of mind, of patience, of largeness of thought and sympathy, and of the refinement which comes from a high standard both of intellect and religion." A.B.C., an anonymous Presbyterian, subscribed 5,000*l.*, and his appeal alone produced in 1881 25,000*l.* more from others. Sir William Clarke has given 10,000*l.*, and his brother Joseph 6,000*l.*: or 1,000*l.* a year for six years. It is to cost over 100,000*l.*, will hold nearly 2,000 people, and will be 273 feet long. (For Truro Cathedral about 80,000*l.* have been collected in England.) The central tower will be 156 feet high, with a lofty spire. On the high ground at the top of Bourke and Collins Streets are the new Public Offices, a handsome and substantial block (resembling the

Government Buildings at Whitehall) and the Houses of Parliament, not yet completed.

[In the effort to become a prosperous manufacturing country Victoria has declared war against every natural gift with which she is blessed by taxing every implement necessary for the production of wealth. The protective policy of the colony not only imposes a heavy tax upon its inhabitants, but the main arguments advanced for it in a young country—its fostering power in the case of manufactures and the comfort given by high wages to the working classes—are in this instance entirely fallacious. For in some of the most protected industries it is necessary to forge foreign trademarks in order to sell Victorian goods in competition against heavily-taxed importations. In others the protected manufacturers prefer to export their goods not made up to the neighbouring colony of New South Wales, and re-import them, paying the taxes. In others the wages of operatives have dropped heavily since the complete carrying-out of the tariff system. Still, as in nearly every country where there is manhood suffrage the majority of the voters are protectionists. In Australia the Liberal Governments are more protectionist than the Conservative, though neither party, except in the great colony of New South Wales, are able to legislate on free-trade principles. Canada, the United States, France, and Germany, are all examples of more extended suffrage than prevails in England, and of ultra-protectionist legislation. Protection always seems to promise the labourer high wages, and these have ever more attraction to him than the idea of cheap bread. Whether the process enriches the country as a whole is not the question for him. It can be shown, no doubt, that trade suffers and that wealth and population do not accumulate as fast as they might under free trade. But right in front of the working man's eyes is the fact, or the apparent fact, that a lot of factories are open because protection is the policy of the colony, and that they would almost certainly be closed if a free-trade system were adopted. It is very hard to overcome this conviction by statistics alone. The artisan firmly believes that foreign imports will undersell his employer and abolish his pay-day, while the mass of the people stoutly declare that they would rather keep their fellow-countrymen employed than reduce their household expenses. The mining population too—consumers themselves of most staple articles, and only producers of an exported article—are strongly protectionist. The reason is that the demand for labour in the protected factories at

Melbourne, Ballarat, and Geelong reduces the competition of labour at the mines. There is a personage called "the legitimate miner" (he has a vote too) who has the strongest objection to the immigration of new-comers, lest his wages should be reduced. It is true that the "legitimate miner," his short hours of work, and the operations of his trade union are gradually making gold-mining unprofitable; but in the meantime the immigrant who might bring down wages finds employment in Melbourne factories, and so the "legitimate miner" votes for protection with steady enthusiasm. Besides all this, there is a strong and growing opinion here that a free-trade policy is an anti-national policy. The cosmopolitan platitudes of the Sydney people declining to come into the Australian federation give a powerful argument to the protectionists here, who urge that free trade saps the national spirit and renders patriotism, and the ambition to make Australasia a great country, subservient to the interests of importers and exporters. Free trade is steadily losing ground in Australia; and the action of New South Wales—the free-trade colony—discourages and indeed closes the lips of free-traders in Victoria, who desire federation most heartily and yet believe in the absolute necessity for extending Australian dominion in the Pacific. In South Australia—a colony which has hitherto steadily refused to imitate the protectionist policy of Victoria—a motion has been carried in the House of Assembly instructing the Government to give out a large contract for iron piping to an Adelaide firm, although the pipes could be got in England for 26,000*l.* less than the tender of the "native" manufacturer. Recently also the Victorian House of Assembly very nearly passed a resolution forbidding the Melbourne Harbour Trust to import any articles "which could be manufactured in the colony." The Harbour Trust is now about to go into manufacturing on its own account, driven to this unremunerative proceeding by the pressure of protectionist opinion.

Of course the fact that Victoria, the protectionist colony, has taken the lead in attempting to carve out a national policy for Australia, while New South Wales hangs back, is very poor evidence of the deteriorating and denationalising effect of Cobdenism. It, however, helps to make all Cobden's views unpopular here. The real strength of protection, as every one knows, lies in the much simpler fact that the working man has got the voting power, and that he is determined to use it in order to maintain high wages. Meanwhile Victoria, though noted for the eagerness with which her people

seek protection, is only one-thirty-fourth part of Australia. Possessed herself of little coal, she is attempting artificially to create an industry which, owing to this sad lack of fuel, must languish from the moment it is let alone. Sydney coal sells at thirty shillings a ton in Melbourne; in New South Wales, at Newcastle, it is seven shillings.]

The Roman Catholics are building a still vaster cathedral, and in a still more prominent position on the high ground amidst the evergreen gardens on the north-east of the city. For this the local volcanic stone is used, with white stone mullions and dressings. The Wesleyans and the Scotch Church, as well as other Christian bodies, have already completed very fine churches of brown freestone, with lofty spires and towers.[1] Amongst the stores which we went into was that of Cole's, the bookseller, where all the books were arranged in order and sorted according to their different subjects, all those on history being in one portion of the premises with their various subdivisions, the novels in another under their various subdivisions, French, German, English, adventure; and so on. Here, as in the other colonies, we were much struck by the number of English-printed and published works in circulation. Thanks to copyright, the colonies are the best market for the English author; it is only nearer home in Europe that he is deprived of his due wage and that his fellow-countrymen prefer to buy him cheaply abroad in the Tauchnitz form. After this we walked back across the Yarra bridge and up the long dusty road out to Government House. Asking 'How about the drains?' learnt there were none. There are no underground *sewers:* the surface drains, which are continually being scoured by running water are a speciality of Melbourne, and run into the Yarra, a

[1] The religious census of Victoria, in which every one has been at liberty to enter his religion in any manner which best pleased his fancy, is a very curious document. Of 862,346 persons very nearly 300,000 (*i.e.* 299,542) return themselves as belonging to the Church of England, nearly 200,000 (more exactly, 197,157) as Roman Catholics, considerably over 100,000 as Presbyterians of some shade or other, and nearly the same number as Methodists of some shade or other; while of other Protestant sects none much exceed 20,000—about the number of Baptists—the Independents falling in numbers slightly below the Baptists. Eleven thousand (chiefly Chinese) are returned as Pagans. But the curious thing is the number of fancy religions. There is one Borrowite, one Millerite, one Walkerite, one Colensoite, one who returns himself as a "Silent Admirer," one as a Theosophist, and five who belong to the "Church of Eli Sands." There are twenty who declare that they have "No Church at present, no creed," three who call themselves "Saved sinners," one who is a "believer in parts of the Bible," two who call themselves "neutrals," and three who state their religion as "£ *s. d.*" Probably a much greater number might have declared themselves adherents of these last two creeds had candour been as great as Victorian liberty.

narrow shallow stream. The Yan Yean water is brought into Melbourne from a distance of about twenty miles, and is said to be inexhaustible, and is laid on to every house in the town and suburbs. All night-soil is removed from the houses at least once a week, and placed on waste ground outside the city, or sold to the market gardeners. The sanitary and financial results of this system are said to be very successful. The vegetables are grown chiefly by Chinese, who are well versed in this use of sewage; and thus, we were told, Melbourne, with its quarter of a million inhabitants, is kept clean and wholesome, without any system of underground drainage.

Government House reminds us in its outward appearance of the Queen's house at Osborne. It is built in the same style and with a square tower 140 feet high, although all the interior arrangements are on a far more extensive scale; the ballroom is, for example, eighteen feet longer than the state ball-room at Buckingham Palace. As the building stands on high ground it is conspicuous from nearly every part of the city.

To-day being the anniversary of the coronation of the Queen the vessels of the squadron "dressed ship" this morning, as did also the Victorian wooden frigate *Nelson* (2,730 tons, 500 horse-power) and the Victorian ironclad turret-monitor, *Cerberus*, 3,480 tons, 1,660 horse-power, twin screw, built on the Tyne in 1872 for the defence of Melbourne. Salutes were fired at noon by all the ships of the squadron as well as those of the colony and by the battery on shore.

[The *Cerberus* is armed with four 18-ton guns and 4 Nordenfeldt machine guns; the *Nelson*, with 18 sixty-four pounders, and with 12 thirty-two pounders. Besides these two vessels the Victorian navy consists of two twin screw steel gunboats built by Sir W. Armstrong, at Newcastle—the *Victoria*, of 530 tons, with one 25-ton gun, and two Nordenfeldts, and the *Albert*, of 350 tons, with one 11½-ton gun, one 3-ton, and two Nordenfeldts (both these were volunteered by the Victorian Government for service at Suakim, where they called in on their passage out down the Red Sea), of one first-class torpedo boat, the *Childers*, of 60 tons and 20-knot speed, and two second-class torpedo boats, the *Nepean* and the *Lonsdale*. The whole naval armament of the colony is to consist of thirteen war vessels, including four cruisers. The permanent naval force is under the command of a captain of the Royal Navy (lent by the Admiralty, but paid by the colony) and a small staff of officers: the whole force is over 400 men. They, as well as

the "Naval Reserve" are thoroughly well drilled on board the *Cerberus* and the *Nelson*, and in gun and field exercise ashore. The navy of New South Wales consists of the *Wolverine*, wooden corvette, 2,540 tons, 400 horse-power. (This vessel was presented in 1882 for the use of the Naval Brigade—over 300 strong—of that colony.) Her armament consists of 17 sixty-four pounders. Queensland possesses two double screw gunboats, the *Palumah* and *Gayundah*, each of 450 tons, and carrying one 12-ton gun forward and one 4-ton gun aft, and four Nordenfeldts. South Australia possesses the *Protector*, a twin screw steel cruiser of 920 tons built like the gunboats by Sir W. Armstrong, and Tasmania a torpedo boat. The national flag, however, is not allowed by the British Government to be carried by any ships of the colonial forces: the white ensign is reserved by the Imperial Government for the use of the Royal Navy and the Yacht Club at Cowes. Rightly or wrongly, there is a strong feeling on this point in Australia: at present the ships carry the blue ensign, with a representation of the constellation of the Southern Cross in the fly; all they ask is the same privilege that is granted to amateur yachtsmen in England, the use of the naval white ensign with the red cross of St. George. It is felt also on all hands that these various and separate attempts of the individual colonies to establish seven independent little navies are only stepping-stones to some further national effort. There are difficulties connected with the question of their union for purposes of defence, as there are with all other questions. And there seem to be three solutions put forward out here. First, there is the party of local federal defence. Their doctrine is that on shore and afloat the colonies should find their own defence, merely getting such help from England in the way of officers and munitions as may be necessary to supplement colonial deficiencies. The strongest advocates for this policy are also the strongest advocates for immediate local federation. They see very clearly that for Australia to go in at once for a common defence-union would be something tangible to aim at, that it would carry in its wake a central executive and central treasury, and therefore, probably, some common system of taxation, and would precipitate the federal movement. Moreover, a federal army and navy would arm the central executive and would make secession as impossible in Australia as it has proved to be in America.

The second party holds the view that the best method, for the present at least, would be for the colonies to undertake all the

land defence, leaving to the mother-country all naval defence, each colony paying the whole cost of the former and contributing a fair share to the latter. Whether the coast patrol, for which at least two vessels would be wanted, should form part of the Local or the Imperial naval force is an open question. It is obvious, too, that the defence of naval arsenals like Hobson's Bay and Sydney is a matter of supreme importance to the Imperial navy, which wants to feel perfectly sure that it has an invulnerable port of refuge to fall back upon. But there might arise differences of opinion between the naval and colonial authorities as to whether enough was being done to make this or that port absolutely secure, and there would be room, under this arrangement, for a conflict of authority on minor questions.

The third party consists of those who attach more weight to Imperial than to local federation. They hold that there ought to be no distinction between a colonial army and an Imperial army, that there ought to be only one Imperial army and one Imperial navy; that the colonies should have just the same free entrance into both services as the youths of the mother country have; that there should be a uniform system of Imperial defence under one central management and responsibility, and that these colonies should pay a fairly-assessed contribution towards the cost of such defence. Ultimately this common-sense and practical view will in all probability prevail. Each colony will undertake its own harbour defence, but the seagoing defences will be left entirely in the hands of the Imperial Government. The same thing will happen in England as has happened here. There the Admiralty have officially disclaimed any responsibility for the defence of the maritime towns, such as Brighton or Liverpool, who have been warned that they must rely for safety exclusively on their powers of local defence: "the burden entailed by the protection of private interests and property by the navy would be greater than the country would be likely to accept." London, Liverpool, and Glasgow are not less patriotic and certainly are richer than Sydney and Melbourne—(the annual exports and imports of the first two cities alone amount to one million more than the value of all the sea-borne commerce of France, and the commerce of either port is more than double the sea-borne commerce of Russia)—and each of them raise and maintain brigades of naval volunteers; in time their example will be followed, and torpedo volunteer corps be set on foot in every part of the kingdom. Such

efforts will contribute to "local defence" in Great Britain in the same way as these colonial efforts supplement the means of defence belonging to the Royal Navy in Australian waters. But as the Englishman would be loathe, because of the existence of naval volunteers, to give up his share in the British Navy, "whereon under the good Providence of God the wealth, safety, and strength of the kingdom chiefly depend" (29 & 30 Vict. cap. 109), so also is the Australian. If, however, the colonies are to be taxed for Imperial defence they must have a voice in Imperial expense; difficulties in the way of granting them that are only met by grasping the broad principle, that the Australian self-governing colonies are as much an organic part of the Empire as Great Britain herself.]

June 29th.—Breakfast early and off at eight with Lord Normanby, who is taking the Admiral and the captains and twenty-three officers of the squadron up to Ballarat. There was a special train from Spencer Street Station, which, starting at 9 A.M., ran us over the hundred miles between Ballarat and Melbourne in about three hours. Near Geelong we passed through an estate of over 70,000 acres in extent, all belonging to one family, early settlers in Victoria; it has increased in value till it is worth now more than 10*l.* per acre, through the rapid development of the colony. At Geelong itself, while the engine was being reversed, we got out and walked about the platform. There were several hundred persons standing at the end of the station, who cheered when they saw the Governor and the Admiral. After starting we did not stop again till we arrived at Ballarat at 12.20. The run was over the same fertile country we had passed through on Saturday: an endless stretch of meadow-land, hedgeless and almost treeless, yet divided into large rectangular fields by strong bar fences about four feet high. Sometimes these fences are varied with alternate lines of wood and wire, sometimes they are of wire alone; but the wooden bar fence is the great characteristic of the country. The Australian horse is a good timber jumper; though these fences would be awkward to ride at. A fence of five or six wires costs about 50*l.* a mile to set up: two bars of wood with wire costs even more, owing to the expense of carting and joining the wood. A liberal outlay on fencing is well spent, as it secures protection to the sheep and saves shepherds' wages. The country further on becomes more wooded and hilly, until soon the towers and long line of Ballarat sweep into view on the left across the ruddy table-land, and the cheers of hearty crowds tell us we are at the end of our journey. The

Mayor and Corporation and the Members of Parliament for the county and city received the Governor on the platform at the station, and there was a guard of honour of the Ballarat Rangers (volunteer rifle corps), with their band, which played the British National Anthem as the train drew up. The Ballarat troop of the Prince of Wales's Light Horse formed the escort of honour for the day. The reception was most enthusiastic. Mr. Perry, the town clerk, read the shortest and pithiest of addresses, and "on behalf of the citizens of Ballarat, and in token of our loyalty to the throne and sincere regard for the person of Her Most Gracious Majesty the Queen, we give you a hearty welcome." To this Eddy made as short a reply, thanking them for their loyal and hearty welcome to the "Golden City," and we at once got into the carriages and drove up Lydiard Street into the town. The crowds were simply enormous; the broad streets were thick with them, as were also the windows and roofs of the houses, and they were all cheering and waving hats and handkerchiefs. We were told they had come in to make holiday from the country round to the number of 20,000. The road was kept by the foot and mounted police, and by forming the State school children into double line on either side, but we were only able to go very slowly. The Alfred Bells in the tower of the Town Hall were ringing a peal as we passed, and there were flags and banners and several arches across the street. We drove up Sturt Street, passing St. Patrick's Roman Catholic cathedral on the left and the Presbyterian church immediately opposite on the other side; and further on the Western Fire Brigade station, where all the firemen had turned out with their engine, and went through their reel and hose practice: the men were on top of an hotel putting out an imaginary fire, and their new fire-engine was sending out volumes of steam and pumping up water from the level of the street. Next we passed the large hospital in the midst of its extensive garden, and so out to the Botanical Gardens, between two and three miles distant, along the north shore of Lake Wendouree. We walked about in the gardens for some time, and over the conservatories and palm-houses; there are two fine avenues, one of Wellingtonias and the other of acacia-trees, each over a mile long. The view of the towers and tall chimneys of the city of Ballarat across on the other side of the lake, seen through and beyond the trees of the garden, was very pretty. Going thence to the landing-place on the shore of Lake Wendouree, we went on board one of Mr. Ivey's curious little

saloon steamers named the *Queen*, and—escorted by a number of centre-board cutter yachts, which, with their large sails, kept tacking round and round the steamer—crossed to the other side. This lake is nearly two thousand feet above the sea, and the air felt crisp and the weather was bright and dry, with a light southerly breeze. We were not surprised to hear that this picturesque and pleasant city, blessed with a cool bracing climate, with its broad open spaces, and long avenues of trees in its wide thoroughfares, is for other reasons besides those of trade and commerce, a favourite, as "the second city in Victoria," for people who have retired from business in Melbourne and elsewhere to reside at. For besides this healthy recreation of yachting and rowing on the lake, there are also ample cricket reserves in the several districts of the town; and other large spaces of ground set apart for the use of the inhabitants. The fishing, too, on the lake, from what we heard of it, seems uncommonly good; the supply of trout is unlimited: many are caught over two feet long, and weigh ten pounds. Thirteen miles further inland is Lake Burrumbeet, twenty miles in circumference, and again to the north of that Lake Learmouth.

We landed at View Point, where several members of the Ballarat Yacht Club were waiting, and where we got into the carriages again, and drove back down Sturt Street, which, on account of its breadth (198 feet) and the group of oak and eucalyptus trees down the centre, looks like two parallel streets, to the City Hall. Here we were to have lunch. First of all, however, we went out on to the balcony, and a number of State school children, drawn up on the opposite side of the square, beyond the crowd thickly packed below, sang in chorus "God Save the Queen" and "God Bless the Prince of Wales."

The bright, hospitable, cheery Mayor, Mr. Robert Lewis, who is a Welshman, and "very proud of his prince," was full of memories of "the old principality," and also information regarding the early days of Ballarat. Gold was first discovered here in 1851, the very year in which the colony of Victoria was made a separate government from that of New South Wales; and the extraordinary richness of the ground drew together a large concourse of hardy and robustious diggers, not only from England, but also from America and other countries.[1]

[1] They flocked here at the rate of 500 a day: shearers left their sheep unless they were paid 7*l.* a week, all other trade was disorganised in the colony. Whole streets of canvas tents covered what, up to that time, had simply been, in the language of

There are three towns, Ballarat, Ballarat East, and Sebastopol, with three town halls, three mayors and corporations, &c. The marvellous progress of this young town, scarce thirty years old, is best illustrated by remembering that the distance through its town from east to west is four miles—as great as that in London from Kensington to the Bank; while from north to south it is four miles and a quarter, or the same distance as from Primrose Hill, across Regents Park and Hyde Park, to Battersea. All this has taken place within the memory of men still living on the spot; is it strange that they should feel proud, or plume themselves on what their sinews and their perseverance have done with nature's gifts, or feel the strongest attachment to the soil and spot that has given them such prosperity? The city,—whose population is already nearly equal to that of the city of York, though it is only thirty years old, whereas that old capital has seen fifty years to every one that Ballarat has yet beheld,—is well supplied with water from reservoirs which are computed to hold six hundred million gallons. As usual in the colonies, the churches and schools and public libraries (of which there are two, free, with over thirteen thousand volumes in each) show up well amongst the public buildings; there are eight State schools, with an average attendance of three and a half thousand

the natives, Ballaarat, or "camping ground," in the midst of the eucalyptus forest. No food, no local laws, no authority, no rights of property, except the rights of physical strength, at first existed. It was doubtful even to whom the land belonged, and every fresh comer assumed that he had a right to dig and get as much gold out of the soil as he could lay hands on. When Government, in 1851, tried to establish a little order, and gave a miner a licence to dig, a fee of 30*s.* a month was at first charged; this was proposed to be raised to 3*l.* a month, but the notice was withdrawn and the fee was kept as at first: such a licence now costs 5*s.* a year. There were riots three years afterwards, in 1854. Food meanwhile rose to incredible prices. A shilling or a sovereign was all the same to a man when he was washing ten ounces of gold (or 40*l.*) a day out of the dirt; it was of the purest quality, and was found in great quantities almost on the surface of the ground, where it could be unearthed without much labour, and with the simplest description of tools. All this surface gold has for some time been exhausted, and the present mines are worked deep down like coal-pits, in the quartz rocks, by companies working with capitals varying from 10,000*l.* to 50,000*l.* each, or even more. The gold deposits traverse almost the whole of Ballarat. They were the watercourses of ancient geologic ages, some of which now lie at a depth of four or five hundred feet beneath the present surface, and are covered with three or four layers of solid basaltic rocks, each from twenty to one hundred feet thick. Although 200,000,000*l.* worth of gold has been already got out of Ballarat, and although all the alluvial mining, when great nuggets or lumps of gold between 1,000 and 2,000 ounces each were found, is now exhausted, yet these quartz reefs under Ballarat will continue to be worked for long years to come. In the early days of colossal nuggets the "Welcome Stranger," weighing 2,280 ounces, a lump of solid gold twenty-one inches long and ten inches thick, was found by the merest chance; it was worth 9,534*l.* The "Welcome Nugget," which weighed 2,217 ounces, was sold for 10,000*l.*; the "Heron," weighing 1,008 ounces, fetched 4,080*l.* The Victoria gold-fields now cover an area of 1,241 square miles, which in 1879 yielded 715,000 ounces, valued at 3,000,000*l.*, and since then the increase in yield has been 30,000 ounces per annum.

children. The Chinese have a fair colony here, and by careful plodding make their living from the exhausted leavings of the old surface mines. After lunch we walked to the Academy of Music in Lydiard Street, where in a large theatre were densely packed together from pit to gallery the children of the Sunday schools of every religious denomination. Bishop Thornton of Ballarat presented us in their name with a couple of Bibles, and all the children sang a couple of verses of a hymn, which sounded very well.

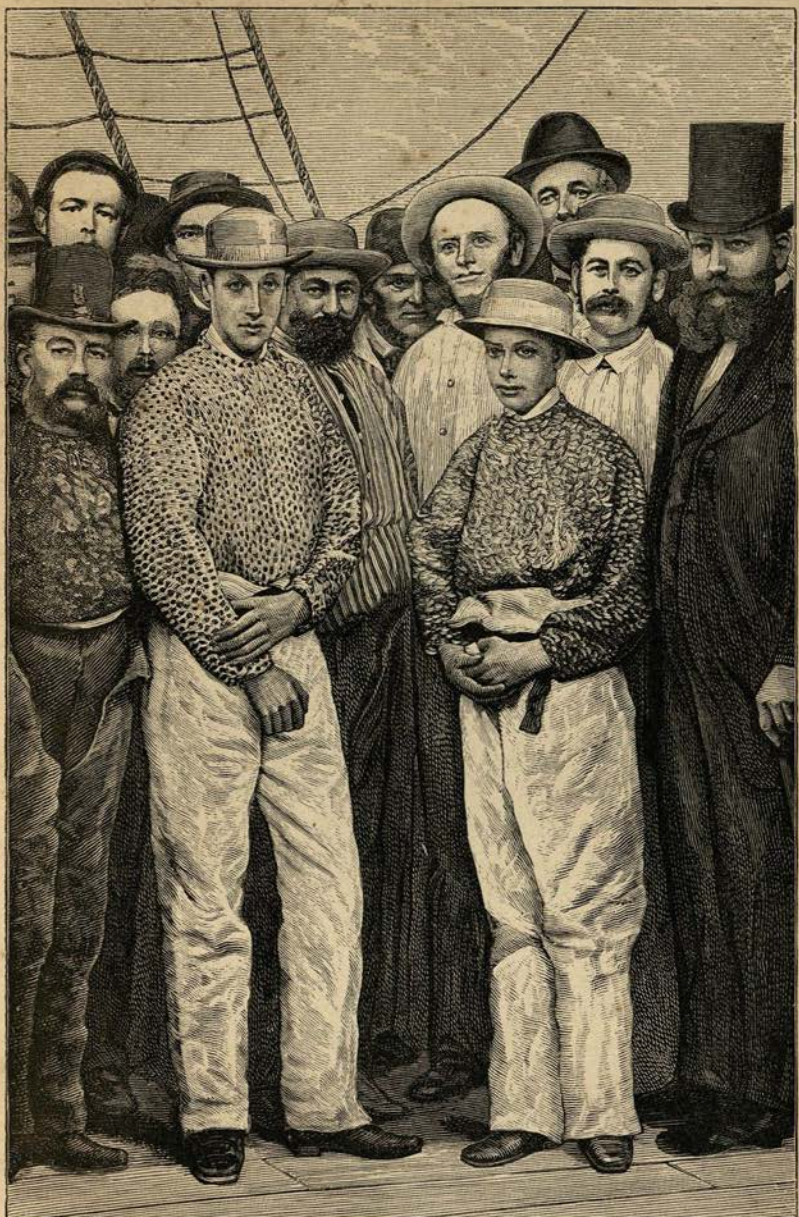
On leaving them we drove to the Band of Hope and Albion Consols Company's Mine. Huge mounds of red grey earth and stone, with the tall wooden staging necessary for working the machinery over the pit, rise a slight distance from the main thoroughfare. Mr. Brophy, M.P. for Ballarat, chairman of the company, and Mr. Serjeant, the manager, showed us round. We first went into the quartz-crushing house. A series of large metal boxes, four feet long, one foot and a half wide, and from three to four feet deep, are ranged down the building; into these the stampers which crush the quartz rise and fall by machinery. The quartz has previously been broken up into pieces about the size of stones used for mending the roads in England, and the boxes are kept half full of it. Into these, well mixed with water, the stones roll down inclined shoots, which are fed by boys in an upper story. The stampers fall from seventy-five to one hundred times in a minute, and hence the noise in this crushing house, produced by the whirr of the machinery and by the pounding of the stone by the battery of the forty head of stampers, is naturally very great. In each box there are four or five stampers at work, so arranged that they never all fall together, but in rapid succession. Thus the stone is pounded up into powder, in which form the quartz is forced by the wash of water through a perforated iron grating in the front side of the box. Sometimes the bulk of the gold from the crushed stone gets stuck in the stamper boxes; sometimes little nuggets from the size of a pin's head up to that of a small pea are thus left behind; generally, however, the gold in fine particles passes through the perforated grating with the water and powdered quartz on to a long inclined table, which is covered with copper plate, and in which there are sunk two or three troughs filled with quicksilver, for which metal gold has a remarkable affinity and liking. This quicksilver licks up the small particles of gold that pass into it, but some are carried over the troughs in the slush of the water and powdered stone, and are then caught by

several strips of blanket lower down. But in order even yet to secure any stray gold that may have escaped, all the powdered quartz and mud is caught again at the bottom of the inclined plane, and placed in a sort of cistern, in which it is still further churned; and although to the naked eye nothing like gold is visible, yet by chemical or electrical applications this mud is made to yield the ore; as much as one ounce per ton (and sometimes three or four times as much) is extracted from this pyrites mud. These batteries are usually "cleaned up" once a fortnight. The stampers are lifted and the sediment in the boxes taken out and washed; the contents of the quicksilver troughs are squeezed through chamois leather, when the pure quicksilver escapes through the leather, sometimes leaving a mixture of about one-third gold and two-thirds quicksilver in the leather; this mixture is put in a retort over a furnace, and the quicksilver drawn off from the gold; the blankets are washed in the cistern. The doors of the retorts where the work of separating the mercury from the gold was progressing were opened, and cakes of the retorted metal that had cooled were given us to handle. Sometimes the quartz is burnt before being crushed in order to make it more brittle. Very often quartz may contain gold even though none may be visible in it to the inexperienced eye. Some mines pay dividends when only two or three pennyweights of gold per ton of quartz are extracted. Five or six pennyweights to the ton give a fair return on capital in well-managed concerns. Some mines are worked 2,000 feet below the surface, and yield as much as three ounces of gold per ton of quartz. But after all, it is on the way in which the thousands of tons of pyrites are handled that look like waste refuse that the real paying character of the new mines depends. There are 72,000 tons of this pyrites to be dealt with every year in Victoria. Miners' wages at an average are forty-eight shillings a week for eight hours' work a day. Meat is only twopence-halfpenny a pound.

Leaving the crushing house we went down the shaft of the mine. First of all, with the Admiral and Captain Durrant, we go into a small wooden shanty and put on miners' clothes: thick canvas trousers, oil-skin coats and caps, and thick heavy boots. We then get into the cage, which takes three at a time standing very close together, and we have to be careful that neither our arms nor feet protrude beyond the edge of the cage. We each have a lighted candle in our hand, and at a given signal down we go into the darkness, smoothly and rapidly down the shaft, which is

only just big enough for the cage, so that in places it clicks against the moist clay on the walls of the shaft with the slightest jolt in the world. All of a sudden we come upon a flash of light, the cage comes to a standstill, at the 420-foot level, and we get out into a cavernous chamber hollowed in the rock, where we have to drink in champagne to the health of the manager and success to the mine. At the same time the men sing the National Anthem in musical chorus the echo of which goes resounding along the galleries. We leave this cavern and go along the passage in which the men are working. Water is coming from the roof just like a shower of rain, and we are glad of our waterproofs. The passage is four or five feet high and three broad, and on the floor a narrow tramway is laid; on this run the little cars which contain the white quartz broken from the roof and sides by the miners, and carry it off away to the shaft, where it is lifted to the surface and taken to the crushing machine. We take the pick, and knock away some specimens of quartz, glistening with small particles of gold; then re-entering the cage are soon wound to the surface and come out once more into daylight, where we find a photographer ready to shoot us at once, in miners' clothes just as we are. We signed our names in the book, and find that the Duke of Edinburgh visited the same mine in 1868. The total yield of this one mine amounts up to the present time to 2,335,000*l.*, of which nearly two millions have been obtained from the alluvial workings. The mine was first opened twenty-four years ago by twenty working miners, and afterwards taken in hand by a company, several claims being gradually consolidated into one large holding. It was only about three years ago that the alluvial leads gave out and that the quartz reef then began to be worked.

We next went on to the North Hurdsfield Company's mine, where we saw the old process of alluvial mining. This of course is much simpler than the quartz mining, and merely consists in washing and shaking the soil in large sieves. This soil however is not any longer that which lies on the surface, but has itself to be brought up from some depth below. The dirt as it lies on the trough is first worked with a huge harrow, and the gold by its own weight falls to the bottom, and is conveyed away down an open spout with water and small stones into another trough, over which another man stands guardian. This afternoon the specks of gold seemed to be lying so thick that we fancied they must have been mixed in with the soil before it was washed in



IN MINING RIG.

Vol. i. p. 512.

Prince Albert Victor. Prince George.

Mr. Serjeant. Vice-Admiral Earl of Clanwilliam, C.B. Captain F. Durrant, R.N. Lord Hervey Phipps. Mr. Brophy.

order not to disappoint the Governor and Admiral. We were told that most of the gold found at Ballarat is worth over 4*l.* an ounce. The Band of Hope is said to raise about three thousand ounces a month at an expense of about half its value, and this gives an average interest of 12 per cent. on the capital; but of course there are many risks, and very often nothing like this is gained. We then drove through Ballarat, with its red, bare hillocks and tall wooden erections for wheels over the shafts, some of them disused and representing fortunes that had been made or lost, until we came to Ballarat East. Here we stopped at the Town Hall in its pretty garden, where the Mayor (Mr. Robertson), and the Corporation met us. We planted a couple of pine-trees in the Town Hall reserve, and after inspecting the Fire Brigade that were drawn up, and hearing the local State school children again sing, went up stairs. After drinking the Queen's health we went into the Free Library close by, then started off and returned to the Royal Hotel in Ballarat, at 6 P.M., where there was a dinner given by the City Council; about sixty of us sat down altogether; Mr. Lewis, the Mayor, presided. Afterwards Major Smith (Minister of Education) proposed the Governor's health, and Lord Normanby thanked them all for the very hearty welcome given us to-day, and said what real pleasure we had experienced in visiting Ballarat, and how we should long look back to the visit, as no doubt would the people of Ballarat themselves. The only other toast was "the Admiral," to which Lord Clanwilliam replied, complimenting "the industry and the vitality and the quick-witted enterprise of which we had seen so many proofs around us during the day." All the officers present would, he was sure, recollect for their lifetime in whatever portion of the world it might be spent the reception they had met with here to-day.

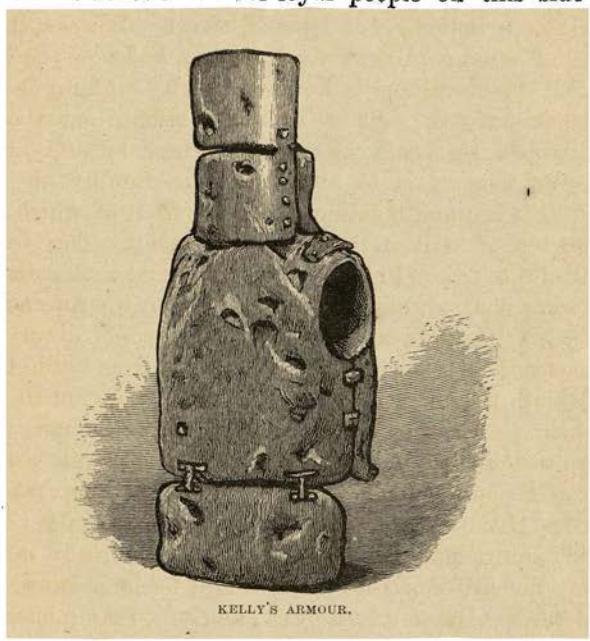
We were obliged to get off to the station to return by special train to Melbourne. The streets were still thronged with some thousands of people, who cheered just as heartily in the dusk of the evening as they had done in the morning. Many of the buildings were illuminated, but the high wind that had got up rather spoilt the effect. After much hand-shaking on the platform, and cordial farewell to our friends of the Garden City, amid the blare of the band, and the blaze of the torches held by the members of the City Fire Brigade round about the station, we left Ballarat at 8.40 P.M., and were swept along by the special train at thirty-eight miles an hour back to Melbourne, where we arrived at 11.20. The same day the Squadron football team played the Wanderers

of Melbourne and won : Rugby rules. There was also a tug-of-war between fifteen men of the Squadron and as many of the colonial Naval Reserve; the latter won.

June 30th.—After breakfast drove into the town, and went through the usual process of being photographed, first at Foster and Martin's, then at Tuttle's, and lastly at Johnstone and O'Shanassy's. After lunch we went with the Admiral to Alcock's billiard-table manufactory in Russell Street. We saw the various processes of wood-turning, slate-polishing, and how the balls were made. All the machinery is Victorian made—nothing is imported. Mr. Alcock gave us each a beautiful billiard cue that we saw turned, which we shall take to Sandringham and always use there. We next went on to the Public Library, in Swanston Street. It is a grand building, the main front of which reminded us somewhat of that of the British Museum. This front alone (one out of four) cost 110,000*l.* Inside there were all sorts of books, and all sorts of people quietly reading; one boy we came across deep in Marryat's "Settlers in Canada." This public library is open gratuitously to all the world six days a week, from ten in the morning till ten in the evening. Any man who is decent in his dress and behaviour can have books, shelter, warmth, chair, table, and light, up to ten at night day after day, year after year—and all for nothing. For women who choose to be alone a separate room is provided. Last year 261,886 readers used the library. We went into the picture gallery, in which there are already many Royal Academy favourites of past years bought for large sums, and some good pictures; some few lent by the Queen. Two thousand pounds per annum is spent by Victoria in making additions to it. In the sculpture gallery are casts of all the most famous statues of antiquity, and a few original works of modern sculptors. We then went up on to the roof of the library, from which there is a fine view looking down all over Melbourne and Hobson's Bay in the distance.

After dinner we went to the Mayor's ball at the Town Hall. At this there were at least two thousand people present. The whole front at the corner of Collins and Swanston Streets was brilliantly illuminated; inside the fern decorations were very effective, all round the front of the galleries great tree-ferns were also standing at short intervals, giving shade from the glare. The whole thing was a fine sight; we danced till we went to supper, which was served in the courtyard, covered in and decorated; some of the confectionary erections on the supper-table were wonderful. There

was not much speechifying, but the Governor in returning thanks for his health referred to our presence in Australia, and said, "that he had resided now for many years in British colonies, and whatever their other characteristics might be, he could answer for their loyalty and affection for the Queen, and their love for the old country, and that Australia had given full proof that England may rely on the devotion of her loyal people on this side of the world."

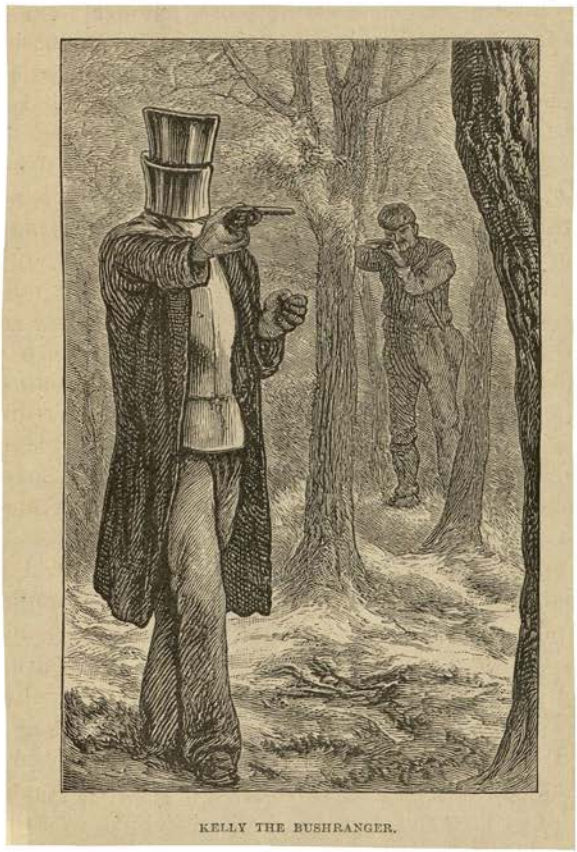


KELLY'S ARMOUR.

July 1*st*.—Kelly's armour was brought up for us to see; it is in four pieces made from ploughshares, and weighs nearly 97 lbs.; we put it on, and it felt very heavy and clumsy: the helmet for the head is merely like a round pot with the bottom knocked out; the breastplate is dinted with shot-marks but not perforated. Kelly was ultimately wounded below the knee, for the iron apron did not cover the lower part of his legs. It was in the rough mountainous border country on the eastern frontiers of Victoria and New South Wales that the Kelly gang of bushrangers found aid and shelter among a population, many of whom though ostensibly farmers, were more inclined to live by lifting the sheep and cattle of the neighbouring squatters than by honest labour. They were put down by the police last year.

To-day is a public holiday, for it is the thirtieth birthday of Victoria. When the colony was born to separate life from New South Wales its population was only 97,000: to-day it is nearly 1,000,000. The separation was necessary on account of the distance of nearly 600 miles (or as far as from Paris to the Orkneys), which lay between the central government at Sydney and Melbourne. There were no railways, and the difficulty of communication rendered it impossible that its local wants could be properly looked after from thence. "Accordingly," (as we have just been reading in to-day's newspaper,) "first Victoria and then Queensland have been detached; and in all probability the last-named colony will ultimately find that a further subdivision is necessary. To each generation, however, its own work belongs. The duty of the men of 1851 was to secure local self-government; in 1881, while accepting local government as the necessary basis, we are called upon to labour and contend for Federal unity. Our individual rights, so to speak, are secured, and we are now required to consider the Australian community as a whole. Our contemporary, the *Sydney Morning Herald* recently published tables showing the trade between New South Wales and Victoria during 1880, and the figures are so many proofs of the close business connection of the two colonies and of the importance of facilitating commercial and social intercourse, and of establishing permanent and friendly political relations. New South Wales imported from Victoria goods to the amount of 2,187,000*l.*, and Victoria received from New South Wales goods to the value of 4,578,000*l.* Thus the total trade between the two colonies reaches the enormous sum of 6,765,000*l.*; a traffic of this extent implies that in important particulars there really is no separation, but the twain are one. The south and south-western districts of New South Wales continue to make Melbourne their market. The live stock we took from the mother colony in 1880 was valued at 700,000*l.*, and the coal we purchased from her was valued at 225,000*l.* We are sending our potatoes, stone, timber, hay, and other farm produce to New South Wales, and we are taking sheep, cattle, coal, maize and green fruits in return. The wool we have shipped last year from New South Wales for Europe was valued at 3,220,000*l.* These statistics show how closely the two colonies are allied, and how much they lean upon each other; such being the magnitude of the trade, how foolish are the efforts to keep the two colonies apart. Common sense happily is in incessant revolt against these tactics: this very year we have had

negotiations for a customs union which would have swept our barbarous border imposts away, as everywhere we are constructing railways to tap the Murray and secure the trade of central Australia. It is something that general applause was then bestowed upon the principle of an Australian Zollverein, under which the traveller would know no border lines, and the one colony would exchange its products freely with the other. In this way only can



KELLY THE BUSHRANGER.

justice be done to the resources of Australia as a whole by giving each part a substantial market for its specialities. This is the policy which obtains even in protectionist America, in Germany, in France; and only here do we burlesque protection by pitting parts of a country against each other and the whole. The men who struggled for and who obtained local self-government

for Victoria thirty years ago to-day would have had no sympathy whatever with the narrow provincial feeling which is apt to regard our neighbours as alien and their trade to be expressly legislated against, as though they were Chinese. Common sense and common interest are against those who seek to arouse class feelings on the one hand and intercolonial jealousies on the other. Thirty years have elapsed since Victoria obtained local self-government, but we may still hope that nothing like another term of thirty years will pass before Victoria, as a self-governed state, will be also a part and portion of a federated Australia; and that we shall have here 'the one people and the one flag.'"—(*The Argus*, July 1, 1881.)

[Self-governing communities are slow to surrender their rights, their immunities, or even their prejudices except in the face of a common danger; and the desire for federation first entered into the practical politics of Australia when the colonists began to fear the presence in their immediate neighbourhood of French *récidivistes*. Each colony has a land system of its own; each has a different tariff framed upon a different principle, inasmuch as fair trade, free trade, and protection have each their votaries in these colonies. Such divergences are not extraordinary; some of them are even necessary. For colonies like Western Australia and Queensland, which contain millions of acres of unoccupied land, are compelled to bid more highly for population than the comparatively more thickly-peopled communities of Victoria, and some small portions of New South Wales. But it is only after allowance has been made for all the obstacles in the way of federation that their unimportance is most clearly apparent. It was a common danger from without that began to weld the Australian colonies together, as it had similarly welded together the American colonies, and the kingdoms and peoples of the German Empire. The action of France in sending the worst of her population, 60,000 in all, in batches of 5,000 annually, with "*la liberté absolue, sans aucune restriction*," (every man who had been four times convicted before a magistrate for any offence) to New Caledonia, and allowing them to wander forth from thence into Australia, murdering, ravishing, thieving in the outlying up-country stations where police were few, it was this and the desire of France to break her agreement with Great Britain, and seize upon the New Hebrides, that chiefly brought home to the Australians the need of common action, and federal union. In June, 1883, a deputation of the Agents-General waited on Lord Derby and laid their views before him, both as regards this question

and the proposed annexation of New Guinea. He told them that "it was a large question, and involved much responsibility," and that "its full consideration should be preceded by a federation" of the colonies concerned, "to whom might be transferred the obligations of Great Britain in respect of neighbouring native communities." Still he thought that "the whole question, with its attendant expenses and responsibilities, was not necessary to be entertained at the present time." In October they asked him whether he would kindly furnish them with an estimate of the cost of the measures which they proposed, and expressed a willingness to bear all the pecuniary burden of the same between themselves. He answered that "the cost of such arrangements could hardly fail to amount to some thousands of pounds annually, but that an attempt to state it more precisely might tend to mislead." Each of the colonies volunteered at once an annual grant of 15,000*l.*, which was supposed to be amply sufficient.

Meanwhile in August Sir Thomas McIlwraith, the Premier of Queensland, had proposed that a convention of delegates from the colonies should be held to discuss the basis on which a federal government could be constituted. Mr. Service, the Premier of Victoria, proposed that they should meet at Sydney in the following month, to suit the convenience of the New South Wales Premier. The intercolonial conference of the prime ministers and certain delegates from all the colonies of as general a representative character as possible—fifteen in all, of whom seven were Australians born—met at Sydney in November, 1883, and after protesting "in the strongest manner against the French project for sending convicts to the South Pacific," asked the Home Government once more to interfere. They "expressed a confident hope that no penal settlement for the reception of European criminals will long continue to exist in the Pacific, and invited Her Majesty's Government to make to the Government of France such serious representations as might be deemed expedient." They also unanimously resolved; "That the time has arrived at which a complete federal union of the Australian colonies can be attained," and drafted the sketch of a Bill for the constitution of a Federal Council. They laid down three leading principles: the first was the dominance of British interests in the Pacific; the second, the development of a united Australasian nationality; and the third was the furtherance of Imperial unity. As the delegates, however, had no parliamentary organisation whatever, their resolutions were merely binding on the Cabinets represented, not

on the colonies they came from. Hence the legislatures of three of the colonies affected afterwards passed addresses to the Queen, praying for an Act of the Imperial Parliament to constitute such council.

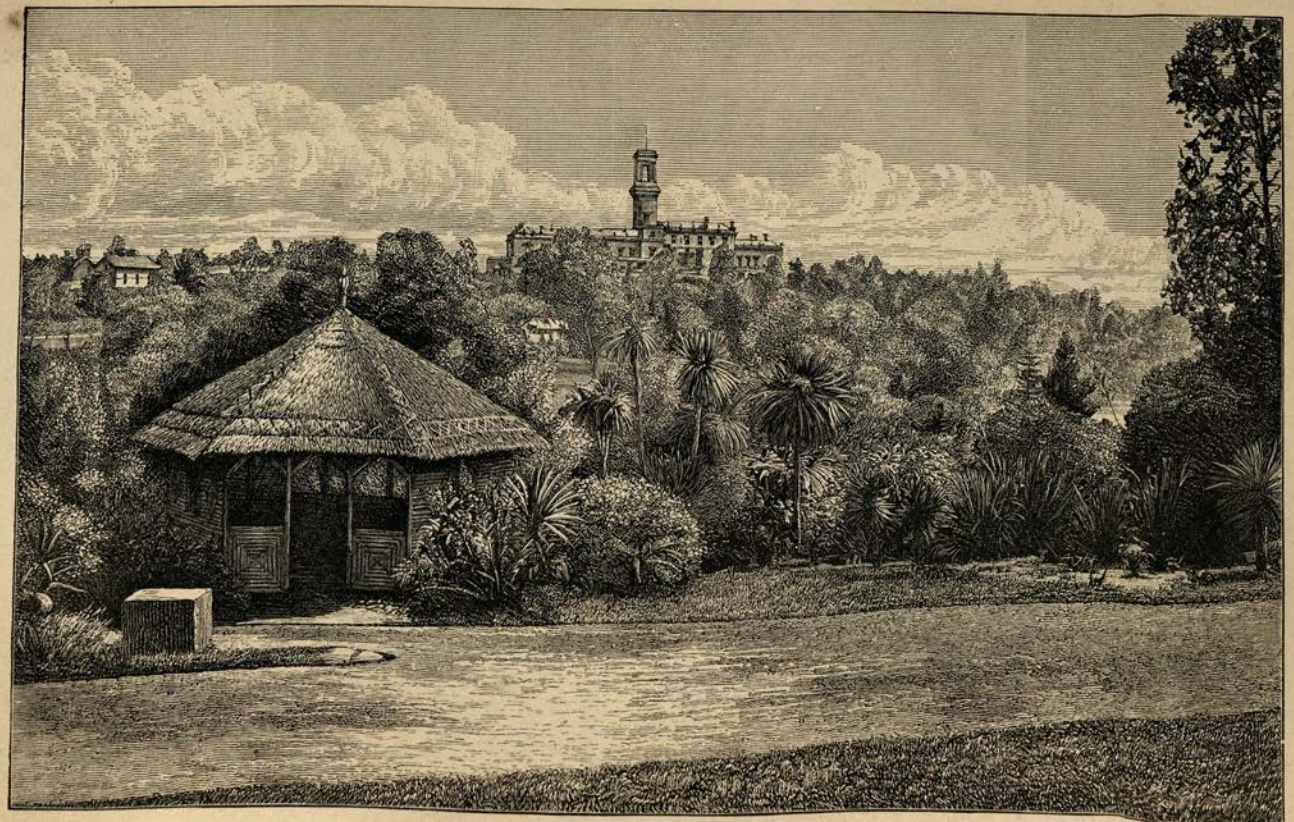
The legislature however of New South Wales, containing 108 members, declined, Nov. 1884, by the bare majority of one, to petition the Queen for the creation of such Federal Council. It was urged by their leading men that it would be unwise to give a great and overruling legislative power to so small a council as proposed. That a really effective and sufficiently large Central Parliament, directly elected by the people, was what many in New South Wales desired—a *bonâ fide* federal union, and not a half-way house in which misunderstandings would be likely to arise; in the inchoate scheme they found no common Australian exchequer, no means of paying the expenses of the Federal Council, or the levying of contributions for carrying out its enactments, no executive at all, and no direct popular representation provided for. It was thought too at Sydney, whether rightly or wrongly, that the popularity in the great rival colony of Victoria of this scheme for the federation of Australia, was due to the development of protectionist feeling; that the protected manufacturers in Victoria had over-produced for their small community, and wanted a larger market, and fancied that they would get such a market if Australia were federated under a tariff somewhat resembling their own. But Mr. Service, the Victorian Premier, although he has formed a coalition government with an intense protectionist like Mr. Berry, is himself a free trader, and advocates an Australian federation for entirely other reasons, of which dealing with the tariff is not one.

In 1885 the British Parliament at the proposal of Mr. Gladstone passed the Act for constituting "a Federal Council of Australasia" "for the purpose of dealing with such matters of common Australasian interest, in respect to which united action is desirable, as can be dealt with without unduly interfering with the management of the internal affairs of the several colonies by their respective legislatures." It is to meet at least once every two years in the capitals of the various colonies in succession. Each colony is to send two members delegated by the Cabinet in office for the time being of that colony. This Council has "legislative authority over 'the relations of Australasia with the islands of the Pacific, prevention of influx of French convicts, fishery questions, enforcement of criminal or civil processes and writs beyond the limits of the particular colony in which they are issued;' and over the following (provided only that

the united legislatures of any two of the colonies refer such matters to the council)—'quarantine, patents, copyright, marriage laws, colonial defence and any other matter of general Australasian interest with respect to which the Legislatures of the several Colonies can legislate within their own limits, and as to which it is deemed desirable that there should be a law of general application.' But proviso is made that such acts of the council shall be binding only on those colonies whose legislatures at first referred the matter to the council, and such others whose legislatures may afterwards see fit to adopt the same. Any colony may secede from the union at pleasure." It is thus manifest that the form of confederation is looser even than the first confederation of our thirteen American colonies, and the last two provisos, that the Acts of the Federal Council only hold when approved by the local legislatures of each colony, and that any colony may secede at pleasure, were precisely the ones which Washington held fatal to any real and lasting union. The Queen has a veto on all acts of this council. At present the Ministers of five out of the eight colonies of Australasia, viz., of Victoria, Queensland, Western Australia, Tasmania and Fiji only, have appointed delegates to this council. The first meeting of the council, representing a million and a half of people—just about half of the whole of the Australasian colonies, took place Jan. 25th, 1886. Although the colonies of New South Wales, New Zealand, and South Australia stand aloof, yet this union is a great step forward; and although, in Colonel Stanley's words (who was Minister for the Colonies when the Act was finally passed) "in its present shape it is tentative and capable of improvement and development, it may, if judiciously used, be of much value to the Australasian colonies and to British interests generally." Colonisation has a tendency to make people very practical, and disinclined to stand very strictly on theories. The quality in Australians which differentiates them alike from Englishmen and Americans is a certain rapidity of decision. This idea of federation, for example, after full discussion and well weighing the difficulties, has ripened in a day. It will not perish, but will most certainly grow and develop into a larger and more vigorous progeny. Federation means to all Australians, whether assenting or not assenting to this Federal Council, "Draw us closer, first together, and then to the parent country." For it is some more comprehensive scheme of Imperial Federation that all loyal colonists have at heart.]

At 12.30 we started for Caulfield, with Lord Normanby, who drove

us in his four-in-hand to the "Separation-Day" meeting of the Amateur Turf Club, a body of gentlemen who are desirous of improving the breed of horses here. It was seven miles out of Melbourne, and the horses in the public and private conveyances on the road were very good; the mounted police were on splendid chargers. Almost all are thoroughbred, and have pedigrees more or less illustrious. The ordinary hackney vehicle here is a kind of one-horse waggonette. Omnibuses to which there is no conductor ply in all directions, notice being posted at the street corners as to their destination. In such arrangements Melbourne seems far ahead of London. Waiting-rooms mark the stopping places. The race-course is very pretty, on the borders of an undulating heath: and the outlook from the grand stand over the country inland, over the city and over the sea, is very wide. We got in time for the hurdle race, for which twenty horses started; the length of the course is a mile and a half; Mr. Selman's "Jack Tar" won in 2 min. 58 sec. We had lunch in a tent with the committee and stewards behind the grand stand, and after walking about on the lawn and saddling-paddock, saw the race for the Victoria Gold Cup; only six entries, course, steeplechase, about two miles and a half. The jumps consisted of strong wooden fences such as are to be seen all over the country, about five feet high. The horses were all ridden by members of the Club, and Mr. M'Rae, riding on Mr. Howie's "Collingwood," won by ten lengths in 6 min. 14 sec.; Eddy presented the cup to him with many congratulations. After this there was a handicap flat race, for which nineteen horses started; it was won by Mr. Paterson's "Wizard" by a short neck, although he was third favourite. We stayed to see another steeplechase over the long course for which ten horses started. It was won by Mr. Addis's "Abdallah" (an Adelaide horse), by three lengths; time, 6 min. 2 sec. There were three spills, and one poor man unfortunately broke his leg. The ground was in excellent order, and the weather was bright and sunshiny. It was a pretty gathering, and there were about three thousand persons on the ground. No Australian horses have yet competed for any of the English big races, as the long sea voyage would interfere with their training. The course for the English Derby is the same as that for the Victorian (1½ mile), except that it is hilly and therefore a little more difficult. The conditions of the race are the same, and taking an average of six years there is, according to time test, little to



GOVERNMENT HOUSE, VICTORIA: FROM BOTANICAL GARDENS.

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choose between English and Australian race-horses. 2 min. 39 sec. is the best time the race has been run here. The English studs are still being drawn on both for mares and stallions, and considering the money which is being spent in obtaining the best blood from England, there is no reason whatever why the Australian horses should not equal, even if they do not ultimately surpass, the best English thoroughbreds. Besides this Caulfield race-course there is another at Flemington, three miles out of Melbourne, belonging to the Victoria Racing Club, it is nearly surrounded by hills, from which as an amphitheatre as many as 80,000 people look down on the Melbourne Cup Day, an inter-colonial and national holiday for Australia, where all classes meet. On the way home we looked in at the football match that was being played on the Melbourne cricket ground between the inter-colonial twenties of New South Wales and Victoria; it was the first played under Victorian rules, and Victoria won. In the evening we had a very pleasant dinner at the Melbourne Club, given by the members to the officers of the *Bacchante* and *Cleopatra*. The officers of the other ships of the squadron had previously been entertained by the same hosts on their arrival, while our two ships were at Albany.

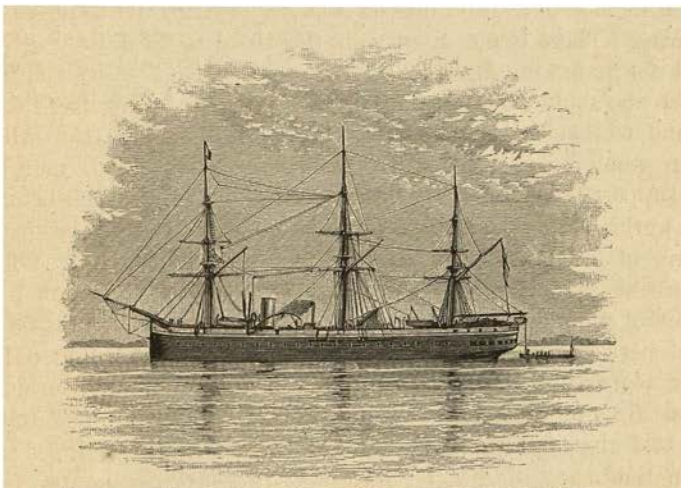
July 2nd.—After breakfast walked down into the Botanical Gardens, where Mr. Guilfoyle, the director, met us. They seem very extensive, and the ground is more broken up by hills and lakes than in those at Adelaide. The ponds, with their islands and no end of little summer-houses, are all covered with duck and swan. We went into one of the large fern-houses, and down by the lake side, and planted a couple of palms on the buffalo-grass lawn. The Government have lately reduced the allowance and the gardens proportionally suffer. Leaving them we walked on up the hill to the Observatory, where Mr. Ellery, the Astronomer Royal, showed us the transit instruments and the large equatorial telescope, which had for some years the distinction of being the largest in the world. We tried to get a view of the sun-spots, but the morning was too cloudy. In the afternoon we drove with Lady Normanby through Hawthorn, Toorak and Kew (suburbs of Melbourne) to call on Lady Stawell and the Chief Justice. On two sides, the south and east of the city, the gardens and pleasant houses of most townspeople of moderate means stretch for miles. Although shops, markets, banks, and offices are in Melbourne, every one who can afford it lives in the suburbs. Many of the villas that we passed in their gardens reminded us strongly of those at Clapham or in the other suburbs

of London, except that a broad balcony and verandah round the whole house is much commoner here than in England, and tells of the greater sunglare and heat of the southern summer. Asking about poor laws in the colony, we were told there were none; there is no poor-rate, but there are benevolent asylums supported by voluntary subscriptions: into these any applicant really destitute can get: but of those who people the five such in Victoria, only one-tenth part are colonial born. Drink and improvidence make paupers here as elsewhere. Few things have struck us more than the absence of all signs of poverty and distress in Australia. We are told that what distress there is exists mainly in the large towns, and owes its origin to a great extent to the unwillingness of immigrants on arriving in Australia to proceed up country. There is plenty of work for them to do if they will go: work for man, woman, and boy. The existence of miles and miles of streets, made up of dens of squalid tenements, hardly fit for an animal to dwell in, such as we have passed over in the railway when going out of London, are impossible here. Every man here can support himself if he will, and the result of the well-being of the working classes is naturally the enjoyment of a far greater degree of happiness than falls to their lot in England. Of the surprising vigour of the Victorian there can be no doubt; the secret of their energy lies in the fact that the Victorians for the most part are full-blooded English immigrants; brought only to their maturity to live in the exhilarating air of Melbourne, the finest climate in the world for healthy men. It is strange, but we are told that the thermometer here "has not the slightest effect upon the heat," so dry, so healthy is the air; up country fevers are unknown. The mean annual temperature is 57°, that is, the climate is the same as in the north of Italy. The cost of living is about the same as in London, rents are higher, furniture, &c., dearer, but butchers' meat, bread, and clothes are cheaper. About three out of every four mechanics who have reached middle life own the neat cottages they occupy.

The whole country on this side of Melbourne is broken up, and runs away in hills, tier behind tier, inland, and from the Chief Justice's garden there are this evening lovely views over them and the woods in the distance westward as the sun goes down. After dinner we went to Mr. Kowalski's concert at the Town Hall, which will seat nearly 3,000 persons: the front entrance was again all ablaze with light; the music was chiefly classical. One perform-

ance, however, was a Hungarian march played upon eight grand pianos. On leaving, we drove down to Sandridge Pier, and went off to the *Bacchante*.

July 3rd.—This morning the news arrived of the gloom and the horror that has suddenly fallen on so many millions of our English-speaking brethren on the other side of the Pacific, through the attempt made yesterday by a Canadian Frenchman to assassinate General Garfield, President of the United States; it was only at St. Vincent on our way out that we heard of his election (p. 260). Remained quietly on board the *Bacchante* all day. At morning service the Holy Communion was celebrated. Captain Robbie of the *Cathay*, which is lying off Williamstown, and with whom we



"BACCHANTE" AT ANCHOR IN HOBSON'S BAY WITHOUT HER RUDDER.

had crossed from Albany to Adelaide, came on board to lunch. He sails on the return voyage to England on Tuesday morning, taking nearly 50,000*l.* worth of gold and specie with the mails. The two kangaroos from South Australia are both dead, probably from cold. After evening service we landed and went up to Government House, where Prince Louis of Battenberg from the *Inconstant* is also staying.

July 4th.—After breakfast we went into the state drawing-room with the Governor, and there received three Addresses. This was a business of robes and uniforms. The first Address was from the Mayor (Mr. Meares) and Corporation (seven aldermen and twenty-

one councillors) of Melbourne. They assured us that "in no part of the British Empire is more loyal and devoted attachment entertained towards the throne and person of our most gracious sovereign than in this city, the capital of the colony which is honoured with Her Majesty's name." It was read by Mr. Fitzgibbon, the town clerk, and had been drawn up as long ago as May 9th, when they first heard of our proposed visit here from the Cape. In our reply we told them that "from the day when we both landed in King George's Sound up to the present time we had experienced from all our fellow-subjects in Australia the warmest and most kindly of welcomes, but nowhere had the free and spontaneous loyalty shown by the people of Victoria and by the citizens of this metropolis been surpassed. Our father, the Prince of Wales, has commissioned us to tell you how sincerely he regrets not yet to have had the pleasure of visiting these shores. Should he, or either of us again hereafter come amongst you, may this wealthy and magnificent colony still be found in the forefront of progress and of prosperity."

After shaking hands they went out, the Mayor (Mr. Williams) and Corporation of Sandridge came in. (Sandridge is the port of Melbourne, about one mile and a half to the south of the city, on the shores of Hobson's Bay. Its business is chiefly dependent on the shipping and the factories in connection with this; but many of the residents have also their places of business in Melbourne.) They hoped "we should heartily enjoy our temporary sojourn under the sunny skies of Victoria, and that we would be gratified with all that might pass under our observation of the life and manners in this portion of Australia; and that when the time should arrive for us once more to go afloat we would carry away many pleasurable reminiscences of our visit to the colony, and that He who rules the winds and waves would grant us favourable gales to speed us on our way." To this we replied that "When the Queen hears from us of the loyal sentiments you have this day expressed towards the Crown of Great Britain it will be a fresh assurance to Her Majesty that in the southern hemisphere the Queen has no more true or faithful subjects than the people of Victoria. For your kind wishes regarding ourselves and shipmates we heartily thank you."

This done, the Melbourne Harbour Trust with their chairman (the Hon. Thomas Loader) came in. Their Address was in duplicate, and there was one for each of us. They "hoped we should carry back to Great Britain many pleasant remembrances of this

important Australian division of the British Empire, which we should find peopled everywhere by Her Majesty's loyal and patriotic subjects." We thanked them for their welcome to the port of Melbourne. "Nothing we shall ever see at home, or in any other colony or portion of the British Empire, will obliterate the remembrance we shall carry away with us of this splendid port and bay, and of the hospitality we have in such rich measure met with at your hands." The two Corporation Addresses were beautifully got up with water-colour drawings of the city and various Australian scenes and flowers, as well as illuminated all round the sides. Copies of Sir John Coode's report on the improvement of the port of Melbourne were also given to us. The river was originally only navigable for vessels of nine feet draught; now those drawing sixteen can come right up into the heart of the city. Large works are in hand for still further deepening and widening the channel. Last year nearly a million tons of shipping entered and cleared the port of Melbourne. The value of the city imports last year was fifteen millions, and the exports about the same. Melbourne contains 2,469 factories, employing 38,141 hands, and converted last year eight millions' worth of raw material into thirteen millions' worth of finished articles.

In the afternoon we went to lay the foundation stone of the new pavilion in the Melbourne cricket-ground. The Hon. (now Sir) W. J. Clarke, president of the club, and many of the members were there. We find that the bats and balls are not made in Victoria, although there is a heavy duty of course on the import of these foreign articles from England.

After laying the stone Eddy called for three cheers for the club, of which we both to-day became honorary members, and carried away two silver trowels in memory of the occasion. We saw a sketch and plan of the building as it is to be when completed by December 1st: it will cost nearly 5,000*l*.

In the evening we went with Lord Normanby and the Admiral, and all the captains, to a concert in the International Exhibition building of 1880, given by the metropolitan Liedertafel: there were six thousand persons present, but plenty of room, as the portion of the building in which the concert was held very much resembles the centre part of the Crystal Palace at Sydenham, with its lofty arches and iron pillared galleries at the side. The nave is 500 feet long and 160 feet broad: two annexes are 460 feet long: it is surmounted by a great dome. Everybody supposed that it would be

very cold, but they had warmed the place somehow with the gas that had been burning ever since four o'clock in the afternoon. On the large space in front of the orchestra amongst others who were waiting was Mr. Berry. He has to-day asked for a dissolution of the Chamber and an appeal to the colony, as on the morning of last Friday (Separation Day) a vote of want of confidence in his government was carried against him by Sir Bryan O'Loghlen, by forty-four votes to forty-one. The debate commenced on June 23rd, and only ended last night: the terms of the resolution carried are most general—"that this House has no confidence in the conduct of the present Ministry of Public Business, either in Parliament or in the Departments." As far as we can make out, there does not seem to be any great political question at issue between the Ministry and the Opposition, but it seems to be an entirely personal matter. If a dissolution is granted it will be the third appeal to the colony within sixteen months. Annual parliaments have been talked about, but five-monthly ones seem living rather fast.[1]

[1] The Berry ministry resigned July 9th, 1881, and were succeeded by the O'Loghlen ministry, which continued in office till March 7th, 1883. They were succeeded on March 8th, 1883, by the strong coalition ministry of Mr. Service and Mr. Berry, who are still in office. The usual advantages of a coalition have resulted: less wrangling in the House and more work done. The Opposition numbers only six members. Mr. Service is a hearty and avowed free-trader, but his principal colleague, Mr. Berry (the Chief Secretary), is as strong a protectionist. One of the most beneficent and wide-reaching Bills carried by this ministry has been the throwing open all Government appointments to competition, thus striking straight at the heart of political patronage. The Victorian Government have abandoned all patronage connected with the Civil Service; all such appointments are now in the hands of a Board, entirely independent of Governments. All young men, without distinction of rank or country, provided they are capable, and either born or naturalised British subjects, can now enter the service of the State. There are to be four divisions of the service: the heads of departments alone in the first; professional men and teachers in the second; the clerical staff in the third; and the non-clerical staff in the fourth. The clerical staff is to be subdivided into five subordinate classes, the first, second, and third of which are to be a higher grade, and the fourth and fifth a lower. This new classification will in itself work a wholesome revolution, if impartially carried out. Any man found unqualified for his class will have to fall back on the next lower class, receiving merely the highest salary of that class; and, on the other hand, a man doing higher class work than that of the class he is in will be entitled to promotion on vacancies occurring in the class above him. No new appointments are to be made except on the suggestion of the permanent head, and even then only when the Board has certified as to the propriety of the appointment and has named the proposed officer. He will then undergo a three months' probation, at the end of which time he is to receive a final certificate from the Board that he has complied with all the provisions of the Act. All new candidates for the service are to pass, as in England, a competitive examination. These examinations will be under regulations, and the successful competitors are to be registered according to merit, and are to be admitted in that order to the service. Only persons between sixteen and twenty-five years of age are to be eligible, save in the professional division; and no officer is to have promotion except on condition of his insuring his life. This is a wholesome provision in the main, but, if inflexibly imposed, may come hard on those who are not fortunate enough to have insurable lives. Men may rise from the fifth to the fourth class

We stayed to the end of the concert: the organ, the choir, and the orchestra, of which the bands of both the *Inconstant* and *Bacchante* formed part, performed two pieces of Beethoven (the finale of the Symphony in C Minor and his "Hymn to the Night"), Haydn's Fifth Symphony, and the Bacchus chorus from Mendelssohn's "Antigone": the whole thing was most successful, the music good and well performed, and the people bright and pleasant.

July 5th.—This morning we went with Lord Normanby and Captain Lord Charles Scott and about thirty other officers from the squadron to Sandhurst. The special train left Spencer Street at nine; we stopped for a few minutes at Kyneton and also at Castlemaine (eighty miles from Melbourne). At each of these places there were numbers of people and the stations were decorated with flags and evergreens; at Castlemaine the Mount Alexandra Rifle Volunteers were drawn up: at one of them an old gentleman introduced himself as having been a chorister in younger days at St. George's Chapel in Windsor Castle. The train also pulled up on the Taradale viaduct: this is 650 feet long, and from the centre we looked down into the valley 115 feet below; when it was built wages were so high that it cost nearly two hundred thousand pounds. The run to-day was over quite different country to that we crossed on our visit to Ballarat last week. It strikes almost due north from Melbourne and traverses the counties of Bourke, Dalhousie, and Talbot to Bendigo; the country is undulating, with richly cultivated cornfields, and very pretty. This is the line that runs on northward and crosses the Victorian border at Echuca, and penetrates the Riverina (as the district of New South Wales to the north of the River Murray is called), and striking up into the heart of their country draws the New South Wales wool from Deniliquin, its capital; though with the opening of the new eastern line, which is nearly completed, the Sydney Government hope to be able at a profit to carry all the goods up and down between their own colonists in Riverina and the Port of Sydney, and when that is done it will make an immense difference

without further examination; but from the fourth to the third a second examination will be imposed. All promotions will be by seniority and merit combined, and on the certificate of the head of the department that the officer is worthy of promotion. Temporary appointments are to be only for three months. In the Education Department the teachers are to be classified by a special Board, to consist of the Inspector-General, a head-teacher of a school with an average attendance of 700, and a third appointed by the Governor in Council. Teachers are to be classified, and if dissatisfied with their classification are to be allowed an appeal to the Commissioners. In the general service officers are to retire at the age of sixty, unless for special reasons their services are continued.

in the inland trade of Melbourne. This diversion of the tide of traffic from the south to the east will be also further accelerated by the protection duties which have to be paid on crossing the Victorian border. All the railways in Victoria are State property: the colony borrowed the money for making them in the home market, pays the interest on the loans out of general revenue, and applies the earnings of the railways to the revenue also, just as we saw done in Trinidad. There are already over one thousand miles of railway completed in the colony. In a few years the railways will be more than self-supporting, as the resources of the country become daily more developed by their means.

At one place that we passed, Sir W. J. Clarke's residence, with many little towers, and a great variety of gable and outline, reminding us of those of a Scotch castle, was pointed out to us on the right of the line situated in its park and grounds. He is the first Victorian who has as yet been made a baronet. Some eight or nine years ago he inherited a third of the fortune of three millions sterling which his father left to three sons, the foundation of whose wealth was the purchase in the early days of the colony of a block of sixty thousand acres of land at Sunbury, close to what was then Port Phillip. At the present time, on account of the growth of Melbourne, its value can hardly be estimated. He was a large stockholder and sheep-farmer, and now owns extensive pastoral properties in New South Wales, Queensland, and New Zealand. Sir William was president of the Melbourne International Exhibition of last year, and has subscribed over ten thousand pounds for the building of the new cathedral, and several thousands to the Victorian relief fund for the Indian famine.

We reached Sandhurst at twelve o'clock; it is just over 100 miles north-west of Melbourne, and fifty-six only from Echuca on the northern frontier of Victoria: but is more than 1,700 feet higher than Melbourne; there was a most enthusiastic reception, we never saw anything to equal it. (The Duke of Edinburgh was here on the 18th December, 1867.) Mr. Hayes, the mayor, and the other local magnates with the members of Parliament for the district were on the platform and said a few words of cordial welcome. We then got into the carriages, and, escorted by the Prince of Wales's Light Horse (Volunteers), started, but could only move at a walking pace towards the town. There were at least twenty thousand people in the streets and on the tops of the houses. At one spot there were a number of Scotchmen in kilts and tartans, dancing reels

to the music of the bagpipe. We drove up Mitchell Street and round the town, down the main street, called Pall Mall, on one side of which are the chief buildings of the place; on the opposite side is the open reserve known as Rosalind Park. We passed Charing Cross, where the new fountain is, and so on through the town to the Shamrock Hotel, where the mayor and council had prepared lunch for us. Amongst others whom we had the pleasure of meeting here was an old gentleman who had been in the Royal Artillery under Sir F. Williams at Kars, and before that, as a lieutenant, he remembered meeting Sir Henry Keppel, himself a lieutenant at the time, in Ceylon, under Sir Gore Jones. After lunch we went to the Ellesmere gold mine, stopping on the way at the new granite fountain, which we set going and named the "Alexandra;" we also planted a couple of pine trees in the reserve.

Out of the forty millions worth of gold raised from the mines of this district at least one-fifth has been obtained from the New Chum reef which is called the backbone of Sandhurst. On this reef there are many leasehold mines, and the Ellesmere is one. Mr. Burrowes, M.P., and chairman, took us over the works. Several of the officers of the squadron went down the shaft, 660 feet deep; the works are much the same as those at Ballarat. Chatting with members of the crowd in a casual way, we, without their knowing more than that we had come from Melbourne, heard several things. Asked one rosy-faced and sturdy young miner, of eighteen, whether he was an Irishman or Scotchman or Englishman: he said he was neither the one nor the other, but that he was a "colonial" born and bred. This is the way a national feeling begins to arise.[1] From these mines,

[1] The first white child was born in Victoria in 1838. In the census of 1881 for the first time the Australian born population was found to be in the majority, numbering 499,199 out of total of 862,346. In New South Wales at the same date there were 465,559 Australians born out of a total of 751,468. In Queensland 100,901 out of 213,525. In Tasmania 83,976 out of 115,705, and in New Zealand 240,381 out of 489,933. More than one-half of the total population of Australasia have thus never visited and are never likely to visit the mother country. Their hopes and aspirations find their chief aims within "the long wash of Australasian seas;" and this proportion is of course relatively increasing at a rapid rate. But though they are Australasians to the rest of the world, though their national pride in and affection for the land of their birth is as keen and visible as that of any Scotch, Irish, Welsh, or Englishman to his own land, who has never left his native fields, or town, or hills, this is no way, either in the one case or the other, militates with their affections towards and pride in the British Empire, their common heritage. On the other hand, again, it must be remembered what a large proportion after all share our home up-bringing, who on their return over seas leaven their community with English sentiments and modes of thought and life. At Edinburgh there are 247 colonial students, at Cambridge there are no less than fifty Australians, who, intellectually, physically, and socially, do more than hold their own. We have had an Australian

which are on a high ridge overlooking Sandhurst and its neighbourhood, we drove away to the chairman's house who kindly gave us specimens from the different leaseholds on the New Chum line of reef to carry away with us. In Sandhurst there are 5,500 miners at the present moment, and of these nearly 800 are Chinese; there are no less than 775 distinct gold bearing quartz reefs in the district, the average yield of gold is over 8 dwts. to the ton of quartz, while at Ballarat it is nearly 7. Twenty years ago, however, an average of as much as 9 ozs. per ton was extracted from some quartz on the Bendigo goldfields. The Sandhurst miner works in "shifts" or watches, each of eight hours' length, throughout the day and night, and so the quartz-mining and crushing goes on uninterruptedly for twenty-four hours a day during six days of the week. Many of these miners are part owners in the mines. The larger companies let off pieces of their land to a set of men who form what is called a tribute company, that is to say, they agree to pay a fixed proportion of the gold they may extract as tribute to the larger company. Sometimes they succeed, sometimes they fail. To insure themselves against any absolutely very heavy losses it is the custom for two men or more to form a partnership as chums, that is to say, one man will work without wages in the tribute company and the other will be working for wages as a miner in the larger company and earning from £3 a week, and as he can well live on £1, the two men share the wages earned by one and the results of the venture made by the other. We were told also of the gambling that went on in the way of selling and buying the shares in the various gold mines and claims: the tricks seem just the same as on an ordinary European stock exchange, and of course while human nature is what it is, this is only natural. At one place in the course of our drive we had pointed out to us at the end of one of the avenues two trees, an oak and another, which were planted in 1863, on the wedding-day of the Prince and Princess of Wales. These avenues of trees, mostly eucalyptus, seem to stretch away down all the streets of the town—a growing town with a look of growing prosperity about it. We were taken down the Long Gully where there were a lot of the old-fashioned Robinson Crusoe diggers' huts, and past the old worked-out gullies on Windmill Hill, and so

senior wrangler, an Australian captain of the boat at the head of the river; and of the sixteen men who rowed, in the Oxford and Cambridge crews this year (1886), four were Australians born.

on to the Benevolent Asylum and the hospital where groups of state school children were drawn up to sing.

In Victoria, since 1873, every child is compelled to go to school, where its education may be had free. In the state schools secular instruction only is given (though the teachers are to deem the cultivation of a sound moral tone an act of solemn obligation): the hours are two at least before noon and two after noon every day. All children over six and under fifteen are compelled to attend thirty days in each quarter unless they are sick, or the school is more than two miles from home, or they produce a certificate that they receive education up to standard elsewhere. "Truant officers" are appointed to prosecute parents who neglect the education of their children. Thus every child in Victoria can receive free instruction in reading, writing, and arithmetic, drawing, grammar, geography, drill, singing, and gymnastics (needlework for girls). If they want it, besides these, they can have instruction in Latin and French, by paying a shilling a week for each; in Euclid, algebra, and trigonometry for sixpence a week for each; and in mensuration, book-keeping, and the elements of natural science at threepence per week for each. Before the child can leave school it has to obtain a certificate from the inspector that it has passed the standard required. Many children attain this by the time they are thirteen, many sharp boys at nine or ten, but with this result, that they are then lost sight of by the schoolmaster at a time when they most need to be under his influence. In January of each year eight exhibitions, each of 35*l.* and tenable for six years, are open for competition to all scholars of the 1,900 state schools under fifteen; the holders have to proceed to the Melbourne University, which is endowed with 9,000*l.* per annum by the Colony. The Government build the schools, appoint and pay the teachers; in addition to the fixed salary they are also paid "by results," that is to say, according to the number of children they pass in the six standards, which are much the same as ours. The number of teachers in any state school depends on the number of pupils; for instance, every school with 100 is obliged to have two masters and two mistresses whose salary is from 130*l.* to 80*l.* per annum, and so on up to the school of over 1,000, where the first master receives 360*l.*, the second 230*l.*, and the twelve other assistant-masters and mistresses in proportion. They must of course be certificated. It is not an unusual thing for a schoolmaster to be elected member of the Assembly. From the inspector's reports we find, however, the same old faults, the same complaints, as we are

used to at home and on board the *Britannia*. They complain that the teaching has a tendency to become too mechanical, things are learnt by heart without being understood, the pupils are at sea when asked to think for themselves, and often a simple problem is quite beyond those who can work comparatively difficult questions with smartness and accuracy: as it is to the interest both of the child, the teacher, and the parent to cram for the compulsory standard. But it is a great thing for Victoria to have brought the schools throughout the colony within reach of almost every little cluster of families, and to have established so complete a system both of education and inspection. To supplement the Government requirements the ratepayers in every district elect "Boards of Advice" from among their number who hold office for three years. Their duties are to decide what use (if any) is to be made of the school-house after the regular four school hours; thus, for instance, if they please they can arrange for religious or other instruction for the children; they are to report on the condition of the books and furniture, and, in fact, give any opinion they please to the Minister of Public Education on the state, condition, or wants of the school, in any matter whatsoever. These boards, whose labours are purely honorary, are said much to add to the popularity of the system. The Roman Catholics educate in their own private schools nearly 27 per cent., the Jews nearly 25 per cent., and the Lutherans nearly 11 per cent. of the whole numbers belonging to their respective denominations. Three quarters of all the children in Victoria are educated in state schools, the other quarter in private schools or at home.

At the School of Mines we went into the Institute which, as usual, possesses a very good library. After the width of the streets the three things which every Australian town seems to make good provision for at the very first start are; first, the devotion of large open spaces for the public gardens or reserves, when the plan is first laid down. These give an air of wholesomeness and space, and are planted out as recreation grounds and botanical gardens. It was the first Governor of the colony (1853-1854), Mr. Latrobe, who was the founder of these reserves. He secured the largest and best sites for parks and recreation grounds as lungs for the large cities, that he foresaw from the very beginning would spring up. Secondly, the benevolent institutions—churches, schools, libraries, and hospitals, and the water supply and the fire brigades; the water, for instance, at Sandhurst, is brought from

the Crusoe reservoir six miles to the south. And the third thing we particularly noticed while in Australia was the fine buildings, that seemed to bear more than a due proportion to the shops and private residences both in large and small towns. Of these the chief were always the banks. Banks lend money and always require security; on this they foreclose, and all over the country are the stations that belong to this or that bank. The banks set capital afloat through the country. If the borrower is fortunate, energetic, able, and industrious he pays his interest, wipes off his debts, and blesses the banker; if he is neither one of them the bank eats him up. They sometimes close their jaws on the squatters and eat one of these up as well. Squatters with limited capital borrow money on the security of their station, stock or wool; if they go too far they get embarrassed, and the end of embarrassment here, as in the old country and all the world over, is the same.

At 5.30 P.M. there was a dinner given by the mayor and council at the Shamrock Hotel. As this house stands at the corner of the main street its broad verandah which runs on two sides gave us a good outlook over the crowds of people below. In reply to the toast of his health by Mr. Robert Clark, M.P., Lord Normanby said that he "thanked the company for the very enthusiastic manner in which they had been pleased to receive the toast. He knew full well that in Victoria and the other Australasian colonies it was the habit of all subjects of her Majesty to welcome her representative most cordially when he came amongst them. He knew equally well that it was not the mere qualities of the individual who happened to hold the honourable position of her Majesty's representative which induced that feeling. It was the innate loyalty and affection entertained by the inhabitants of these colonies, in common, he believed, with the inhabitants of all English colonies, towards the throne and the institutions of the old country which caused them to give a warm reception to the Governor for the time being. It was a source of sincere satisfaction to him to be able to-day to bring into this city the two sons of his Royal Highness the Prince of Wales, so that they might see and learn by personal experience the sentiments of loyalty entertained by the colonists towards the Queen and the institutions of the old country. Loyalty was innate amongst us, but still loyalty with us was somewhat of a visionary character. At this distance few of us had an opportunity of beholding the Sovereign or of seeing any of the Royal Family visibly and bodily amongst us.

He rejoiced very much that this opportunity had arisen to the Princes now present. They would on their return home to England, he was sure, inform the Prince and Princess of Wales and her Majesty that in no part of her dominions had she more loyal or loving subjects than the people of Victoria. He also rejoiced that they should have had the opportunity of realising the marvellous wealth of the Victorian gold-fields, and of forming some idea of the extent and character of the workings. What they had seen would impress them with the importance of this great colony. At the request of their Royal Highnesses he thanked them for their kind reception, and the mayor for the hospitable manner in which they had been entertained by him. He complimented the mayor on the perfection of the day's arrangements, and the people of Sandhurst on the order, regularity, and good feeling they had maintained. He had seen many crowds, but no people behaved themselves better when out for amusement on great occasions, than the inhabitants of Victoria." His Excellency concluded by proposing the health of the mayor.

After dinner we went off to a ball at the Town Hall, the illuminations in front of which were even more elaborate and effective than those at Melbourne. We had, however, to leave soon after nine for the train back to Melbourne. All the fire brigades of the place turned out for a giant torchlight procession; the men lined the streets on either side, holding lighted torches, from the Town Hall to the station, and another body of them with torches also surrounded our carriages, singing in chorus as they marched along. At the station itself the platform was also lined by them, and as they were all in uniform and a fine stalwart body of men, this last glimpse and sound we had of the people of Sandhurst enthusiastically demonstrating and cheering by the light of countless torches will long dwell in our memories. It was midnight when we reached Melbourne.

Forty members of the Liedertafel were good enough to give an entertainment on board the *Bacchante* the same evening.

July 6th.—Directly after breakfast down to Sandridge Pier and off to the *Bacchante*, where we found every one very busy preparing for the afternoon dance, which duly came off at 2 P.M. We danced every dance, and had the electric light going under the awning as soon as it was dusk. A number of our old friends (Mr. Lewis, the Mayor of Ballarat and others) were there. We slept on board and began to get ready for going on board the *Inconstant*. We are

under orders to leave the *Bacchante*, and it seems very uncertain when we shall see her again, if at all. The squadron is at present to go on without her to Sydney, stay five days there, and proceed thence to Auckland in New Zealand, and so on to Fiji. According to the programme received from England, a stay of six days is to be made at Auckland; but the New Zealand authorities have telegraphed that on account of the small-pox at Sydney the squadron will have to pass five days in quarantine on arrival at Auckland; and the remaining one day will be very short allowance for seeing New Zealand. It will too be rather cold there, as it is now midwinter, but we shall pick up the warmth again when we get into the tropics at Fiji. At one time (as we are obliged to leave the *Bacchante* here without her rudder) it was proposed that we both should go overland from Melbourne to Sydney and turn aside through Gippsland and see the giant trees, which are larger even than those in California. We heard of one which after it had fallen, and without the head, measured 435 feet in length; at five feet from the ground it was eighteen feet in diameter: as it lies it forms a complete bridge over a deep ravine. They stand in the forests a hundred or more to the acre, and some of them are fifteen feet in diameter. Having come overland into Victoria at its western end, through the rich farming districts of Hamilton and Coleraine, and having seen somewhat of its central and northern gold fields, we could have wished also to have visited these virgin forests, at present almost untouched, which clothe the slopes of the Australian Alps at the eastern end of this colony.

July 7th.—On board all day: in the forenoon exercised at general quarters and went to school, as we supposed, for the last time on board the old *Bacchante* under the poop. The *Argus* published this morning, the last we shall be able to buy in Melbourne, contains the following in one of its leading articles, which we shall carry away with us and think over. After saying many kind things of our stay here it goes on:—

"It is probable that in the course of a few years an attempt will be made to form the various branches of the scattered but united British family into one vast confederation. As colonies attain in the matter of wealth and population to the dignity and standing of nations, it is hardly likely that they will be content with their present relations to the paramount power. The time will come sooner or later when a closer union or a formal separation will be the only alternatives presented for the choice of statesmen. The

danger in that day will be that imperial ministers will falter before the difficulties of federation, and allow the colonies to go in sheer despair of grappling successfully with the problem involved in their retention. The best antidote to despair in that case would be a profound conviction in the minds of the governing classes of the enormous value to England of the possessions which would be surrendered, unless some common *modus vivendi* could be discovered. It is in spreading the knowledge at home of these two things, of the importance not only of Victoria but of all the colonies, and the affectionate loyalty which colonists feel towards the institutions of the Empire that the Princes, as they grow up, will be able to do a great deal."—*Argus*, July 7, 1881.

[It is all very well for people to say now that "no responsible statesman is in favour of getting rid of the colonies." Such opinions were all the fashion fifteen or twenty years ago. It was imagined that the colonist was tied to the Empire by a kind of chain which he was struggling to break, that his secret aspirations were for independence, and that Canada and Australia, if only they were let alone, would take up their freedom "as America had done." It was not perceived that all the motives which actuated our thirteen North American colonies to separation were entirely wanting in the case of both of these groups of colonies, and that other motives and streams of tendency were setting most potently in an entirely opposite direction. It appears, for instance, from Sir Henry Taylor's memoirs that he and his principal colleagues on the permanent establishment of the Colonial Office agreed with more than one of their successive chiefs in their wish to get rid of the self-governing colonies. Lord Sherbrooke was perhaps the best known Parliamentary advocate of a theory which was erroneously supposed to be utilitarian. Mr. Cobden would have extended the process of amputation to India. Of its official supporters Lord Granville, as Colonial Secretary in the earlier part of Mr. Gladstone's first administration, was the most consistent and most outspoken. Perhaps his ostentatious indifference to the continuance of the colonial relation may have tended to produce a wholesome jealousy and an ultimate reaction. From that time, the colonies have uniformly resented any hint that they were at liberty to declare their independence. It is strange that the professed economists and utilitarians who formerly inclined to the separation of the great colonies from the Empire, should have overlooked the invariable tendency of common allegiance to pro-

mote commercial relations. Notwithstanding the protective tariffs with which these democracies, like all others, have fenced themselves, our trade with the colonies is far larger in proportion to their population than that with any other civilised community. The trade which England carries on with her colonies is by far the most healthy branch of her commerce. That with foreign countries is declining, that with her colonies grows and flourishes steadily. For their wants contribute directly to stimulate and foster the native industries at home, and their products no less directly go to swell and strengthen the sources of the national power. This commerce, in fact, is essentially distinct from all other, as being a natural circulation of blood between the heart and the members of one body. Turning to the Australasian statistics for 1882 we find that the imports of Victoria alone in that year were nearly 19,000,000*l.*, and her exports 16,000,000*l.*, not very far short of three times the amount of that whole export trade of England which Burke, in 1782, declared to excite the envy of the world. Similarly, if we take the total trade, import and export of Australasia, we find that it amounted at the same date of 1882 to 114,477,694*l.*; the total import and export trade of Great Britain at the accession of her Majesty was about 98,000,000*l.* The seven Australasian colonies occupy an area of 3,075,406 square miles, a territory which is three times the extent of Europe west of the Vistula, and is inhabited by about 3,000,000 persons of British descent; they have a revenue of nearly 22,000,000*l.* a year, or a quarter of our own.

It is a question of the most vital importance not merely to England, but to the human race, under what moral and predominant influences this rising civilisation and these vigorous offshoots of our parent stem are to be developed, and it contributes no little to our faith in the destiny of the British race and to the warmth of an intelligent patriotism to watch and observe that the laws which govern the growth and development of states as political organisms are just as fixed and determined as are those which govern the growth and development of the individuals which compose them.

A statesman can create nothing new. If either intuitively or by study he recognises the action of these laws, he can, by shaping his policy in accordance with them, achieve vast and permanently advantageous results. If, on the contrary, he is blind to their operation, or elects to follow his own or others' preconceived opinions, as to what ought to be, he will accomplish nothing really great or permanent; and though he may meet with a short-lived

applause from his party followers, he will often work vast mischief —nay, even ruin. When this is palpable, his faithful followers, admiring his conscientious motives, lament, without perceiving the irony of the situation, that he was "the victim of circumstances."

In the present state of political science it may be impossible, it is true, to formulate more than certain leading laws of development; but year by year students of history are becoming better enabled, from a classified observation of facts, to trace the thread of their unvarying operation.

One such observation is that representative government in this century tends invariably to federation. The causes that induce this result are naturally various, but the result is undoubted.

One hundred years ago the only federal collection of states founded on representative government was Switzerland. Each canton had (and still has) its own legislative assembly, with a franchise as various as the number of cantons. But besides these there has always existed the central representative authority for common purposes in the Federal Assembly at Berne.

In 1787, when our thirteen North American colonies were driven to assert their independence by the unwisdom of the Home Government, each had its own two houses of local parliament, with the franchise varying in each colony. Each of them retained, as each of the thirty-eight states now in the Union retains to this day, its own local parliament for Home Rule. The two houses of the central federal parliament sit at Washington to manage all matters of common Imperial concern.

In 1821 the Spanish colonies in Central America threw off the yoke of Spain, and formed themselves into a confederation. Their union did not last more than fourteen years, though most of them still exist as separate states. That the outcome of their effort after federal union was abortive resulted from the defective nature of the representative government they enjoyed. Nine states, however, are still federally united in Columbia; here too besides the central federal assembly, each State has its own local legislature.

In South America, the Argentine Confederation, with its fourteen provinces, is another instance of the action of the same law. At Buenos Aires sit the two federal houses, with central authority. In the fourteen provinces are the same number of provincial legislatures, each with all the privileges of Home Rule (pp. 295, 296).

If it be pleaded that anything done in America is only an imitation of the United States, we may turn to Europe. Imperial

Germany has certainly not consciously imitated Republican America. Nevertheless, since 1871, the four kingdoms, the six grand duchies, the five duchies, the seven principalities, and the three free towns, have been united under a federal constitution. Each of these kingdoms and duchies has its own local parliament, generally of two chambers, for the management of its own affairs. At Berlin a federal parliament of two houses meets for the purpose of Imperial legislation: the lower elected on the basis of manhood suffrage.

Since 1867 the seventeen provinces of Austria have each their local parliament of one chamber. The central parliament of the Austrian Empire consists of two houses, and sits at Vienna.

Further east we come upon the various Sclav States in the Balkan peninsula. It is impossible to predict anything absolutely certain of their future; owing to the disturbing influences at work from the exterior. But their tendency to federalise is very manifest, spite of mutual jealousies and of the two great Sclav powers, the twin rivals for the hegemony of such federal union.

But, after all, Great Britain, as might be expected, has been more prolific of federal constitutions than perhaps any other race or nation. In all directions—west, north, south, and east—federalism is the universal panacea recommended by the British Colonial Office. To each group of colonies the advice tendered by Liberal and Conservative administrations has alike been "Federate, federate, federate." Wherever the representative government has been healthy and vigorous the federation has been successful. Wherever such ventures have failed it has been owing to the feebleness or the unreality of the ostensibly representative governments that were to be united; or because the people who chose their representatives were not trained in the habits of freedom and self-government.

Since 1871 the seven independent colonies of the Leeward Islands in the West Indies have been formed by Act of the Imperial British Parliament into a federation. The central federal parliament consists of two houses; but each of the seven colonies has still its own legislature for local purposes (p. 135).

Each of the colonies forming the group of the Windward Islands has also its own legislature, and it is now hoped to form them into another federal group.

These two federations in the West Indies are, however, only preliminary stepping-stones to the ultimate federation of the whole of the British West Indian possessions.

In 1867 the seven independent colonies of the Canadian Dominion were federated by Act of Imperial Parliament sitting at Westminster. Each of the seven colonies retains its local parliament; and from the whole population members are elected to serve in the federal parliament of two houses that meet at Ottawa.

At the Cape of Good Hope both Lord Kimberley and Lord Carnarvon have recommended and pressed federation upon the colonists. But the material of which these colonies are composed is so diverse—two of them being Dutch Republics, and two of them English Colonies (of which one is a Crown Colony, and the other has representative institutions)—that it has hitherto been found impossible to carry out the aspirations of English politicians, and to federate (pp. 373, 422).

On Australia, again, federation has repeatedly been pressed by the Home Government. Lord Derby succeeded last year in passing a Bill through the Imperial Parliament permitting the eight colonies of Australasia to federate. But the present scheme is confessedly only a sort of half-way house. Each colony, of course, retains its own local parliament; but no central federal parliament is proposed at present, only a council of Ministers delegated from each colony. Three of the greatest colonies in Australasia—New South Wales, New Zealand, and South Australia—decline to have anything to do with the inchoate scheme.

Meanwhile, both in Great Britain and Ireland, a tendency towards federalism has no less surely developed itself, which is none the less worthy of remark, inasmuch as to many who have furthered it the full significance of the fact has not been sufficiently perceived. Nevertheless, in each portion of the United Kingdom the working of this law of organic growth is manifest. It has long been apparent that the legislative work attempted by the House of Commons was too huge for such an assembly satisfactorily to acccomplish; and the "weary Titan" has for several years been seeking ways to devolve on local bodies the settlement of local affairs. Sir William Harcourt's Bill for establishing a municipality for London would have set up a Home Rule Parliament for London; all the subjects on which that body was to legislate were almost precisely the same (with the exception of public worship) which are generally legislated upon by local parliaments. The Scotch desire for the establishment of a Secretary of State for Scotland, to facilitate the settlement of Scotch affairs, was but another example of the

working of the same tendency, and of the necessity of separating local from imperial questions; and the speeches of leading Scotchmen at many of the meetings held to advance that project went even so far as to advocate the restoration of a local and national assembly in the old Parliament House in Edinburgh. In Wales, again, the strivings of local political life and the craving for Welsh affairs to be settled by Welshmen has been becoming yearly more apparent. The extension of local self-government in England by means of councils, boards, parliaments, (it matters not by what name such bodies are called), has for some considerable period been advocated by politicians of both parties. The Irish movement in favour of Home Rule has made most noise and has for various accidental reasons attracted more attention, perhaps, than these others; but in reality it is only an example in strongly accentuated form of the development of this law of political growth. Its treatment only becomes baneful when it is handled blindly and without a perception of the wide issues involved. Whenever these are grasped, the granting of local self-government has ever led to union, not disintegration of empire. The late Mr. Forster, than whom there was no more steadfast upholder of Imperial Union, in his speech to his constituents at Bradford, August 2nd, 1885, said: "I am in favour of a very wide measure of local government. I would give local government to Ireland as I would to England and Scotland," and the difficulties in the way of so doing vanish when once the broad difference between local and imperial questions is clearly applied.

In the colonies, on the other hand, which already enjoy a local representative government, a no less remarkable tendency towards imperial federation has developed itself within the last few years, which, being synchronous with the tendency towards local decentralisation in the mother country, is one of the surest signs of their forming part with her of one organic whole which is thus healthily growing and developing in accordance with the laws of nature. Colonial statesmen have felt that all the arguments which have been impressed upon them with such unction by successive British ministers as to the desirability of local federation, apply to imperial federation with tenfold force. The Imperial Federation League was formed in July, 1884, "to secure the unity of the Empire by some form of federation." Mr. Service, the Premier of Victoria, writing on November 20, 1884, to the agent-general of that colony in London, instructed him to give a general support to this

movement for imperial federation, and set forth the considerations which had influenced him in forwarding this instruction. He says:—

"The chief of those considerations is the very anomalous position which these colonies occupy as regards respectively local government and the exercise of imperial authority. In relation to the first, the fullest measure of constitutional freedom and parliamentary representation has been conceded to the more important colonies: but as regards the second, we have no representation whatever in the imperial system. Subjects of this part of the empire may be deeply interested in the action, or it may be the inaction of the imperial authorities; but they have no voice nor vote in those councils of the empire to which her Majesty's ministers are responsible; thus in all matters in which the exercise of the imperial authority has interests for them, that authority is, to all intents and purposes, an unqualified autocracy—on the one hand we are under constitutional Government, on the other under an antiquated autocracy or bureaucracy. The weakness of this position has at times been most disadvantageously apparent, and its humiliation keenly felt."

The agent-general of New South Wales was also authorised by his Government to act upon the Committee of the League. The New Zealand House of Representatives voted, without a division, resolutions which substantially contain the programme of the League. And it is a noteworthy fact that, when the scheme for Australasian federation was introduced into the New Zealand Parliament, both those who advocated and those who opposed it were in favour of imperial federation, and argued, the one side, that the proposed scheme would further, the other side that it would retard, a result which both alike deemed desirable. In Tasmania, Queensland, and South Australia a large number of the principal residents have declared themselves in favour of a closer union of the Empire. The League in Canada reckons among its members sixty members of the Dominion Houses of Parliament, besides a large number of judges, Government officials, professors, merchants, and others, and it has branches in Montreal, Toronto, Victoria, and elsewhere.

The first annual report of the Imperial Federation League is a striking record of progress. There are not many movements, the advocates of which have been able to boast that in a little more than a year their principles had spread all round the world. Yet

this is literally true of the Imperial Federation League. Obviously the first step towards a closer union of the Empire is to produce, in all the parts, the desire for nearer alliance. The first year's work of the Imperial Federation League has produced ample proof that this desire exists, that it is growing, and that it will continue to grow. It is from the colonies themselves that the first attempts towards putting the desire into tangible shape must come; and it is in the colonies that the greatest success has attended the operations of the League. Every true Briton is proud of the British Empire, and desires that its shadow, under which freedom everywhere flourishes, may never grow less; and the Britons of Great Britain are more and more sharing the feeling. There are close upon one hundred members of the present House of Commons on the General Committee of the League, but these are not supposed to be anything near the complete number who are in favour of a closer union with the colonies on a basis of federation.

It has been objected to the Imperial Federation League that they have put forward no precisely formularised scheme of federalism. We might as well talk of a formulated scheme for promoting the blooming of roses. Each rose has its own stalk, leaves, petals, stamens, and other constituent parts. Their colour may vary, but the constituent parts in all roses are the same. So in those federations, which are an outcome of representative government, all have their central legislature of two houses, and each federated state or province or kingdom or colony or duchy or principality has, besides, its own local parliament for Home Rule. The subjects with which these local parliaments deal are very nearly the same in every case; they are all matters relating to public worship, education, agriculture, land, police, justice, trade and industry, roads and railways; and those which are reserved for the central authority, whether Republican, Imperial, or Monarchical, are also everywhere similar. It is, of course, an irrelevant circumstance whether the head of the executive of such a federation be called Emperor as in Germany, President as in America or Switzerland, or King as in the British Empire.

If, therefore, the British Federation develops itself in the same way as all preceding federations founded on representative government have done, there will be two Houses of the Imperial Parliament still sitting at Westminster, with all the supreme powers over every portion of the British Empire which they now possess, intact and inviolable. And, as the Reform Bill carried

last year approximated to the principle of apportioning members according to population, our new Reform Bill, granting the franchise to the Canadians and Australians, would naturally be drawn on the same lines. At present, the ratio of members in the Imperial Parliament is, roughly speaking, one member to every 50,000 inhabitants of these islands. This is about the proportion which would be probably retained for local parliaments in England, Scotland, Wales, and Ireland, to whom the House of Commons would delegate, as it has already delegated to the Colonial Parliaments, the legislation regarding all local matters. But for the Imperial Parliament the convenient ratio would be one member for every 150,000 inhabitants, as it is at present both in Germany and America. This would give a reformed House of Commons of about 300 members, a far more convenient assembly in every way than the present 670 for the discussion of strictly Imperial affairs. The 25,000,000 of England would thus be represented by 160 members, the 4,000,000 of Scotland by about twenty-six, the 4,000,000 of Australasia by another twenty-six, the 5,000,000 of Ireland by about thirty-three, and the 5,000,000 of Canada by another thirty-three, the 2,000,000 of Wales by about ten. Having devolved all local matters upon the local parliaments, the reformed House of Commons would only have Imperial questions to deal with. Such are, of course, all matters which belong to the Ministry of Foreign Affairs, the Admiralty, the War Office, the Post Office, and the Civil List, India, and the Crown Colonies. As the number of members would be proportioned to the number of inhabitants, so also would the quota which each nation, province, or colony, paid to the Imperial revenue. At the present time, Scotland and Australasia would contribute about the same amount—*i.e.* less than a sixth of the English quota; whilst Canada and Ireland would respectively contribute one-fifth of the English quota. Man for man, burdens and privileges would be equally distributed among all British subjects admitted to the franchise. The only basis on which we in these islands could consent to admit our fellow-countrymen in Canada and Australasia to a share in our privileges, or on which they could honourably consent to assume a portion of our responsibilities and burdens, would be that of absolute equality. But it would, of course, be quite like running after an *ignis fatuus* to suppose it would be possible to raise the necessary Imperial revenue by customs and excise. All our local colonial parliaments have already absolute power to fix their own tariffs, and it would be

utterly impossible to curtail such powers. And, besides, the wisest course that can be taken in order to secure the ultimate success of the principles of free trade, is to allow each province which may be so disposed, to try the experiment of protection. Moreover, in the two instances in which federal states have raised the Imperial revenue from this source, the result has not been altogether satisfactory. Germany has not found this source of revenue sufficient, and each State in the German Federation has annually found itself compelled to supplement its quota by other means. The annual charge on our national debt last year was over 28,000,000*l.* Such a charge the incoming partners under the British Federation could not be invited to share, but it would be more than met by the allocation of our own customs and excise, if maintained at their present figure only, which last year amounted to more than 46,000,000*l.* There will thus be a very large surplus for the more rapid reduction of the debt. The other sources of revenue—stamps, 11,000,000*l.*; post office, 8,000,000*l.*; telegraphs, 2,000,000*l.*—as easiest of collection for Imperial ends in Canada and Australasia, would still be available for Imperial purposes. It has been computed by one of their own Ministers that the share which the inhabitants of New South Wales, for example, would contribute to the Imperial revenue would be more than met by an income-tax in that colony of a halfpenny in the pound; whilst a Canadian Premier has estimated that one halfpenny levied on every ton of Canadian shipping leaving their ports would amply suffice for the Canadian share. And both these calculations are certainly rather over than under the mark, as to the extent of the new financial burdens which Canada and Australia would be called upon to bear. For it must be remembered that all grants in aid which are now made from the Imperial revenue for local purposes would at once cease entirely on the establishment of local parliaments in the United Kingdom. These would have full authority to raise all sums required for local purposes, and, therefore, although the land, house, and income-tax must be struck off from the sources of Imperial revenue, on the other hand there will be a corresponding reduction on the side of Imperial expenditure.

With regard to the plausible difficulties in the way of Imperial Federation which have been suggested, based upon the separation of the various parts of the British Federal Union by distance, or by lack of community of interest, it is sufficient here to observe, as regards the first, that it is now possible to travel from the shores of the

Pacific to Westminster in a shorter time than it took the members for Orkney and Shetland to come to London in the time of the union with Scotland; while for deliberative purposes distance has been absolutely annihilated by the telegraph. And, as regards the second, the action of Australia and Canada generally in such a deplorable business as that of the Soudan, has practically disposed of the assumed want of interest on the part of our colonies in Imperial matters. In fact, the more attentively the subject is examined, the more the solidarity of their interests and ours becomes apparent.

There are but two cardinal principles to be borne in mind in dealing with this question. Let them be once accepted, and comparatively little trouble will be given by the details. The first is that the people of Australia and of Canada are bone of our bone and flesh of our flesh, and must be regarded as much our own people as the people of Surrey, Radnor, Midlothian, or Dublin. They have but changed the sky under which they live and breathe; they have not changed their race, their manners, their religion, nor their mental characteristics. The second is that the power of their present local legislatures must remain absolutely intact and inviolable. The colonies enjoy Local self-government, we must give them a share in the Imperial; in order to do that we must first give ourselves local self-government such as we have given to them. A local government bill, and a new reform bill must be passed by the Imperial Parliament. As nearly all the candidates in the recent elections, however divergent might be their professions of faith in other respects, agreed in repeating the stock phrase that "they wished to draw closer the bonds of union between the mother-country and her colonies," and that they "advocated large measures of local self-government," the realisation of the ideal of Imperial Federation is near, even "at the doors." For it is the outcome of many laws all tending in the same direction; this has accelerated its advent and this has made its near adoption sure and certain, whatever statesman holds the helm.

In the lifetime of those who have attained middle age two great works have been accomplished in the world which far transcend all others in importance, and of which it is probably no exaggeration to say that the memory can never pass while the human race remains upon this planet. One of them, which is connected with the great name of Cavour, was the movement of unification by which the old and illustrious, but weak because divided, States of

Italy were drawn together and fused into one great and prosperous kingdom. The other, which is chiefly connected with the name of Bismarck, was that movement of unification which has made Germany the most powerful nation upon the Continent. A third, which may one day be thought the most important of the three, will be due much less to the genius of any statesman than to the patriotism and courage of a great democracy. The principle of federation, triumphantly vindicated by the other branches of the Teutonic and Anglo-Saxon race, by the democracies of America, of Germany, and of the Swiss Republic, and successfully adopted in the internal government of several groups of our colonies, will soon be recognised as the only means whereby Imperial unity can be conciliated with local independence, and will achieve its crowning victory when it sets on a sure and firm basis the union of Great and Greater Britain, by the will and loyalty to each other of the great mass of Englishmen whose ideal is that their country and race may be true to its great mission, and that each succeeding year may add to the usefulness and weight of the influence which they will thus be able to exert in favour of peace, liberty and progress, throughout the world.][1]

We landed and went up to Government House for dinner at 7 P.M. Sir William Clarke has sent us both a rug made of platypus skins; each skin is worth a couple of guineas. This queer-looking little animal is becoming rarer every year in Australia now; he is still found in some of the rivers of Gippsland in the south-eastern part of Victoria, as well as in those of the northern parts of Queensland. He is quite a survival of ancient days; he has a duck's bill, the body of a large water-rat, and webbed feet. His structure differs from that of all other beasts, and comes nearest to that of a bird and reptile. His bony breast and the formation of his brain and earbones are exactly like those of a bird, and so is the structure of his heart; this last, Professor Huxley says, is more like that of a crocodile. At 9 P.M. the Governor's ball began in the state ball-room, to which fifteen hundred people came, amongst others the Italian officers from the *Europa*, which has lately come in from Sydney. Just after dancing

[1] Almost the last words which Mr. Forster spoke in public were: "You know if there is one thing I hope to live for—to take part in political action some years hence—it is in the hope before I die that I may see the British Empire existing all the world over, the children she has sent forth themselves self-governing communities, united with her in a bond of peace which shall be an example to the world."

began part of the cornice on the western side of the room came down with a bang: it hurt nobody, but part of it, unfortunately, fell on to the head of an officer of the Public Works Department, under whose care the room was. We danced every one of the nineteen dances, and stopped to the very end, at 3.15 A.M. It was a beautiful ball.

July 8th, Friday.—Left Government House directly after breakfast. We much felt saying good-bye to Lord and Lady Normanby after all their very great kindness to us both during our ten days' stay in bright Victoria. We drove down to the Sandridge town pier, went straight off to the *Bacchante*, packed up our things there, and went on board the *Inconstant* in time for dinner at twelve. She weighed under steam about 3 P.M. with all the squadron in company, except the *Bacchante*, which remains behind for her rudder. It was a bright moonlight night when we passed out through the Heads and away from Port Phillip at 12.30. The Bay of Port Phillip, thirty miles long by forty broad, is shut in by Queenscliff on the west and Point Nepean on the east. There is a strong tide rip between them, and they are both being fortified by the colony in accordance with Sir W. Jervois's recommendation, with an armament of from ten to fifteen guns, many of them of large calibre mounted on the Moncrieff system. In the tideway outside there was a slight swell, and two of the wardroom officers having left their scuttles open had their cabins "washed out." We sleep in cots slung on the main deck, behind a canvas screen, and go to wash and dress in Prince Louis's cabin in the steerage, as we have not our chests on board. Mr. Blake has changed cabins with Mr. Dalton, and gone to the *Bacchante* as chaplain. After a week at Sydney we are to go to Auckland, New Zealand, and are timed to arrive at Fiji on August 18th.

MELBOURNE TO SYDNEY.

July 9th.—Soon after midnight made plain sail, but did not get the screw up till 8.15 A.M., a fine sunny morning with a nice breeze from the south-west, thermometer 50°. All the squadron under sail going about six knots, and so we feel quite natural again, but there is a strange feeling being in a different ship of the squadron. In the first watch passed through Bass Straits, and close in shore, within half a mile of the light on Wilson's promontory. It was another beautiful moonlight night, and there was very little wind as we

sailed slowly along between the islands, but it was very pleasant on the forecastle.

July 10th.—A fine day, but going very slowly, no wind. At divisions on Sunday in the flagship the midshipmen have to wear tail-coats and dirks. Had the usual service, but the men do not sing so well as in the *Bacchante*. Towards evening we are nearly becalmed.

July 11th.—At 4 A.M. the *Flying Dutchman* crossed our bows. A strange red light as of a phantom ship all aglow, in the midst of which light the masts, spars, and sails of a brig 200 yards distant stood out in strong relief as she came up on the port bow. The look-out man on the forecastle reported her as close on the port bow, where also the officer of the watch from the bridge clearly saw her, as did also the quarterdeck midshipman, who was sent forward at once to the forecastle; but on arriving there no vestige nor any sign whatever of any material ship was to be seen either near or right away to the horizon, the night being clear and the sea calm. Thirteen persons altogether saw her, but whether it was *Van Diemen* or the *Flying Dutchman* or who else must remain unknown.

"Traft ihr das Schiff im Meere an
Blutroth die Segel, schwarz der Mast?
Auf hohem Bord der bleiche Mann
Des Schiffes Herr, wacht ohne Rast.
Hui!—Wie Sauft der Wind!—Johohe!
Hui!—Wie pfeift's im Tau!—Johohe!
Hui!—Wie ein Pfeil fliegt er hin,
Ohne Ziel, ohne Rast, ohne Ruh!"

The *Tourmaline* and *Cleopatra*, who were sailing on our starboard bow, flashed to ask whether we had seen the strange red light. At 6.15 A.M. observed land (Mount Diana) to the north-east. At 10.45 A.M. the ordinary seaman who had this morning reported the *Flying Dutchman* fell from the foretopmast crosstrees on to the topgallant forecastle and was smashed to atoms. At 4.15 P.M. after quarters we hove to with the headyards aback, and he was buried in the sea. He was a smart royal yardman, and one of the most promising young hands in the ship, and every one feels quite sad at his loss. (At the next port we came to the Admiral also was smitten down). The midshipmen's half-yearly examination began to-day with the Algebra paper.

July 12th.—The wind has freshened and gone round from the south-west to the south-east, and in the afternoon we are going along a steady eight knots. It has been raining off and on all day. Had Euclid examination paper to-day. Before tea the sea had got up rather, and we were rolling a little.

July 13*th*.—Trigonometry paper to-day; we are rolling a good deal more, but going along steadily over nine knots; it is blowing seven from the south and therefore the wind is nearly aft; the sea is getting up though it is fine overhead. After evening quarters we took in three reefs in the topsails and got the screw down. At 5.30 P.M. we sighted the entrance to Port Jackson, and then hauled to the wind and stood off the land so as not to get in till to-morrow morning.

July 14*th*.—Soon after midnight wore ship and stood in for the land. At 6 A.M. furled sails and commenced steaming. At 8.30 A.M. came through the Heads into Port Jackson, a broad entrance to what Captain Cook described "as without exception the finest and most extensive harbour in the universe, and at the same time the most secure, being safe from all the winds that blow. In a word Port Jackson would afford sufficient anchorage for all the navies of Europe" (March 26th, 1787). Its area is about twelve square miles, with deep water in every part. We pass no end of hills and promontories studded with villas and covered with woods. At 9.15 A.M. moored in Farm Cove, finding here H.M.S. *Wolverine*, Commodore Wilson. Practical navigation examination paper this morning. The Admiral called on the Governor at 11 A.M. The Governor returned the Admiral's call at 3.15 P.M. When he came on board the *Inconstant* manned yards, and saluted him on leaving with seventeen guns. In the afternoon we both went ashore and walked up through the garden to Government House and saw Lord and Lady Augustus Loftus, and afterwards walked in the Botanical Gardens where there are some beautiful trees and shrubs; the whole is well laid out, and the most made of a charming site that slopes down to the water's edge, but the gardens themselves do not seem equal to those at Melbourne or Adelaide.

July 15*th*.—St. Swithin's Day. Had another practical navigation paper in the forenoon. Left the *Inconstant* at 1.30 P.M. in the ordinary officers' boat and landed at the stone steps under Fort Macquarie, and walked up through the garden to Government House, a large building in quasi-Tudor style at the top of the slope among the trees; saw Lord Augustus Loftus, the Governor, and in the large hall a series of full-length portraits of his predecessors, from Sir Thomas Brisbane to the Earl of Belmore. Sir George Gipps was the Governor in 1844, when the house was first occupied. George III. and Queen Charlotte lead off the series; in pretty nearly every colony, both in the West Indies and elsewhere, we have found

copies of Sir Joshua Reynolds's pictures of these two, the originals of which belong to the Academy. Under that king the first British colonial empire was lost, and the second one founded. We left the domain grounds and went first down Bridge Street, passing the Treasury buildings on the left-hand side, built in handsome brown sandstone and the semi-classic style usual in this hemisphere.[1]

AT SYDNEY.

The modern city of Sydney lies on the south side of the harbour; with the suburbs it extends about six miles east and west, and four miles north and south It is very irregular in form, and the ground it covers is of various elevations. The chief business part, however, and most of the quays and warehouses are around the shores of Darling Harbour, the largest and the most western of the four bays that eat into the city's northern side. Of these, next to Darling Harbour eastward comes Sydney Cove (where the first settlers established themselves in 1788, under Captain Phillip, who named the place after Lord Sydney, one of Pitt's ministry in that year), and round the head of this bay runs the celebrated Circular Quay; Dawes Point and Battery form its western horn, and on its eastern stands Fort Macquarie. A little south of this fort, but on the same eastern horn which juts out like a promontory, stands Government House, occupying with its grounds all the space between Sydney Cove and the third of the four bays, Farm Cove. Round the shore of this last stretch the Botanical Gardens right up to Lady Macquarie's chair, which is the rock-hewn seat at the end of the promontory which separates Farm Cove from the next and last of the four bays, Woolomoloo. Behind the Botanical Gardens and south of them extend the Domain grounds; on the higher part of these rise the Exhibition Buildings: they are all laid out with broad walks and terraces, something like those round the Crystal Palace at Sydenham, only that this glass palace stands four square, facing out on the north side to Port Jackson and on the other to the city, which is immediately behind it on the south. Further back again, and eating still more into the very heart of the town, extends the oblong reserve called Hyde Park, with its avenues and broad walks;

[1] These, as well as the banks, insurance offices, and warehouses, ranging from four to five storeys high, are built of the same stone, which can be worked easily, and hardens by exposure to the air; thus the exteriors of the new buildings can be decorated readily. The fluted columns of this stone are particularly striking, as also are some of the floral decorations, which the stone shows up very clearly.

and on either side of this open space, as well as away to the south of it, stretches the city of Sydney—its greatest length is four miles and its breadth three; the population is over 180,000 (one-seventh of the whole colony), more than Hull and nearly as many as Bristol. The streets have somehow an oldish look about them, most of them are narrower than those at Melbourne.

After coming down the slope of Bridge Street we turned to the left into George Street, the main thoroughfare of the city, and the oldest street in Sydney. It is over three miles in length, and starts right away from the Circular Quay almost due south; it was named after King George III. Parallel to it and also running up from the circular quay right through Sydney to the railway station is the other chief street of the city, named after his great Minister, Pitt. The earliest map of Sydney was made in 1802, by the captain of a French surveying ship by order of Napoleon, who had an eye on Australia and called that part of the land which has since been called Victoria after his own name, Terre Napoléon. On this map the circular quay at the end of Sydney Cove, the "Village de Brickfield," and George and Pitt Streets are marked, but no others. We walked up the whole length of George Street to the Town Hall and St. Andrew's Cathedral, which stand side by side in an open space that was once the cemetery, one-third of a mile outside the town, of which at the present moment they are the heart and centre. The cathedral is entirely built of rich brown sandstone, and stands fronting the street with its two square towers at the west end of the nave. It is (we were told) 160 feet long and 62 feet broad, the north and south transepts are 110 feet long, altogether about the size of St. George's Chapel, Windsor. It was begun in 1819 by Governor Macquarie on a site where then there could have been no congregation out in the bush. At that time New South Wales was in the diocese of Calcutta, and no bishop was heard of here till 1836, when Archdeacon Broughton was consecrated; by that time the population had much increased, and the cathedral, of which only the foundations then existed, and which was to have been in red brick and in the Georgian style, was henceforth designed to be a copy of St. Mary's Church at Oxford, only with the addition of the square tower of Magdalen College at its western end. The old foundation stone that had been laid by Governor Macquarie was taken up, and in order to widen George Street, shifted further to the eastward and relaid by Governor Bourke in 1837. The building was to consist of seven bays (three

for the choir, one for the transept, and three for the nave). It was not, however, till 1850, when the six bishops of the ecclesiastical province of Australasia were together in Sydney for conference with their metropolitan, that anything like a serious start was made in the building which had then been thirty-one years already in hand. Six pillars in the nave were then each named after one of these "pillars of the Church," and bear their names on stone scrolls; they are in order, Bishop Broughton (Metropolitan) of Sydney, G. A. Selwyn of New Zealand, F. R. Nixon of Tasmania, Aug. Short of Adelaide, C. Perry of Melbourne, and W. Tyrrell of Newcastle.[1] The walls, however, were not completed till 1857, and then they stood some time longer without a roof; but four years later all the twenty-six windows were filled with stained glass by individual colonists. The east window is to the memory of Bishop Broughton, whose figure, robed and reclining, is now placed in the north aisle of the choir; it is an exact facsimile of his monument in Canterbury Cathedral; the strong, square head with the keen and sensitive features shows that the first Australasian Metropolitan was as much a statesman as an ecclesiastic. The windows on the south side of the nave represent the Saviour's miracles, those on the north His parables; the two western windows His Transfiguration and His Baptism; the two eastern His Last Supper with the disciples and His Resurrection. Those on the north side of the choir set out the events of His childhood and boyhood, and those on the south the events after His Crucifixion. The great west window is filled with the apostles and their comrades. On January 28th, 1868, the Duke of Edinburgh visited the building, and again, privately, on April 4th of the same year, after he had recovered from the effects of the shot at Clontarf (which kept him confined to the house for only ten days), when he laid the foundation stone of the neighbouring Town Hall; but it was not till St. Andrew's day (November 30th) of the same year that the cathedral was ready for its consecration. The floors of marble, and the oak-carved fittings for the choir, the organ in the south transept, by Hill and Son, of London, were then all in their places. The font was subscribed for by school children

[1] To these five suffragans have since been added seven more, they are: the Bishops of Ballarat, Bathurst, Brisbane, Grafton, Goulburn, North Queensland, and Perth. All State aid was withdrawn from religion in New South Wales in 1862. Up to that time it had been granted to Anglicans, Wesleyans, Roman Catholics, and Presbyterians. The Bishop of Sydney's salary is about 2,500*l.* per annum, that of the Bishop of Melbourne is 1,500*l.*; the other sees in Australia have been endowed by private persons with an average of 600*l.* a year. The stipends of the clergy average 300*l.* a year.

in memory of Prince Alfred's visit. All round the walls in the interior and beneath the windows in the nave runs an arrangement of encaustic tiling set in marble; on the upper tier of this are the tablets, lozenge-shaped and otherwise, for inscriptions in memory of the dead—several are already occupied. The adjoining Deanery, standing back between the Cathedral and Town Hall, was built in 1872; the two western towers (which at Bishop Selwyn's suggestion had been substituted for the one large Magdalen tower) were completed in 1874. We are surprised to hear that the whole cathedral cost only 60,000*l.*, for though it occupied so long a time in its erection it is now the most complete cathedral of the English Church in the southern hemisphere. It is endowed with property producing about 900*l.* a year.

There are in the city eleven other churches belonging to the Church of England, seven Presbyterian (Scotch), six Roman Catholic (Irish), four Baptist, three Wesleyan, two Congregational, two Primitive Methodist, and one Jewish synagogue. The Congregational church in Pitt Street, though plain on the outside, is said to be "the most commodious" place of worship in the colony: it will seat, galleries and all, one thousand seven hundred and eighty-eight people. Though the churches and ministers of the Church of England far outnumber those of any other one Christian denomination in the colony, yet they are outnumbered in the aggregate by these. Last year there were 212 Church of England parsons, 182 Catholic priests, and 262 ministers of various other Christian bodies in the colony. The numbers of the different religious denominations were:—Church of England, 342,000; Presbyterians, 72,000; Wesleyans, 57,000; Congregationalists, 14,000; Baptists, 7,000; other Protestants, 9,000—total Protestants, 516,512; total Catholics, 207,606.

To the north of St. Andrew's Cathedral, and on what was also the old burial-ground, stands now the Town Hall, though here in older days stood the tree that served for the public gallows. The handsome clock tower is 189 feet high, and overtops those of the cathedral. The whole building is in the Italian Renaissance style, and is about 150 feet square; the great hall inside is 132 feet long, 62 wide, and 66 high. On leaving these buildings we passed down Park Street, nearly opposite, and so came out into the middle of Hyde Park. This reserve, forty-nine acres in extent (as large as the Green Park), in the midst of the city, was set apart by Governor Macquarie. At the north end of the broad avenue of trees, that runs its entire length,

is the statue of the Prince Consort by Theed (1866). We crossed the centre of the park and so came to the Museum, a bold, massive, classic building (again of brown sandstone) overlooking Hyde Park on its eastern side and straight in front of us. Here we found up stairs a specially fine collection of every known species of Australian birds and another of fishes; that of the Australian animals also is nearly complete. The Museum is endowed with 1,000*l.* a year by the colony; when the building is completed it will extend further back, as far as the public school that now stands in its rear.

On the southern side of the Museum and facing the park, from which it is separated by College Street, is the Grammar School. The number of scholars is limited to four hundred; it is endowed with 1,500*l.* per annum by the State: the fees for boys in the upper school are sixteen pounds, in the lower twelve pounds, per annum.

At the south-east corner of Hyde Park, on high ground opposite the Museum, towers aloft Woolner's magnificent gigantic statue of Captain Cook, half facing the Heads at the mouth of Port Jackson, which you clearly see away in the distance, and half turning towards the northern and richest part of New South Wales, to which, with his upraised hand, he is pointing and beckoning on as it were those who are coming from over the sea. The figure seems to embody in action the words of the instructions addressed to Captain Phillip. The foundation stone of the pedestal was laid by the Duke of Edinburgh in 1868, but it was not completed till eleven years afterwards, when Sir Hercules Robinson, the then Governor, unveiled the statue in the presence of seventy thousand people. "I am," he said, "convinced myself that within the lifetime of children now being born —that is within seventy-five or eighty years—the population of the Australasian group will not be less than thirty millions. With this increase in numbers, no doubt many political and social problems will arise, the righteous and honest solution of which will entirely depend upon the intelligent clearness and moral worth of the individual citizen. Chief among these problems will be the relations which these colonies will bear to each other in the future, and the devising some means for that more close political association with the mother-country which will permit many millions of self-governing Anglo-Australians to advance in national life, whilst at the same time they can remain an integral portion of that Empire of which it is now their pride as well as their privilege to form a part."

Then to St. Mary's, the Roman Catholic Cathedral, which is

unfinished, but when complete—occupying as it does one of the highest and finest sites in Sydney, at the corner both of Hyde Park and the Domain—will be one of the most imposing buildings here. It is erected on the foundations of the old cathedral which was burnt down in 1865; one gable only of that remains, with figures of St. Patrick and St. Mary in niches each side of the south window. Its entire length will be 350 feet, and there will be double transepts. The choir is at the north end. There is to be a central tower 120 feet high, and at the south end a couple of spires 260 feet each high. When finished it will be larger than Chester, Bristol, or Christ Church Cathedrals. The Irish colony is a very large one here.

Then down by Elizabeth and Woolomoloo Bays to Lady Macquarie's chair, from which, as we look down Port Jackson, it seems to us like a combination of the English lakes and of the harbours of Dartmouth and Plymouth. There are no end of wooded and grass-covered hills; on the slopes of many of them rise handsome mansions in their gardens. There are a hundred or more bays and creeks; many of them form of themselves capacious harbours, while numerous islands dot the main waters. Away in the distance the cliffs of the two Heads, each over 300 feet high, stand boldly up and form as artistically as if they were the work of man a natural gateway to the entrance, of about one mile in breadth. The whole harbour stretches seventeen miles inland: its whole coast line is fifty-four miles round. From the Heads to the city is four miles; here and there the harbour broadens out to two miles, and at other points narrows in again. On a placid sheet of water, surrounded by picturesque and well-wooded hills and vaulted by a clear blue sky, you are tolerably sure to have some good scenic effects. The extraordinary thing about the Sydney scenery is the number and variety of these effects. The shades on the waters and on the surrounding landscape constantly vary with the standpoint from which you may be taking the view. The sunlight and the atmosphere, clear, dry, crisp for nine months out of the twelve, the constant sea air the Sydney people live in, should make this the very paradise of homes. It is difficult to write without seeming to exaggerate the freshness and variety of this series of inlets. We walked back by the Exhibition Buildings, the great glass dome of which is within four feet of the height of St. Paul's, and appears to dominate the town from whatever point of view it be seen.

We then came home through the "Domain." This is another reserve or open space of park of over 138 acres in extent. On its

ELIZABETH BAY, PORT JACKSON.

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eastern side is Woolomoloo Bay, and on its northern side Farm Cove and Port Jackson. Government House is in the inner Domain, that opens into the Botanic Gardens that surround the shores of Farm Cove; over their undulating surface, covered with grass and trees, run carriage roads and footpaths in all directions. The natural rock protrudes here and there, and makes sheltered, shady nooks. They occupy forty acres of the "Domain;" this was originally "the Farm" of the earliest settlements, where the plants and seeds brought by the first fleet were planted. The gardens are in two divisions, the upper and the lower. The upper is the more scientific, and contains the best specimens; it is thickly wooded; some of the Norfolk Island pines are really magnificent, the finest anywhere in cultivation. The oldest were planted in 1818. The tallest is 112 feet high and thirteen feet in circumference, and the other two are nearly as large. There are many other finely-grown native trees here, and a grove of palms on either side of the central walk. In the middle of the garden is an aviary. The lower garden slopes away down to the shores of Farm Cove. Here again we came upon the protruding brown sandstone cliffs, shrub-grown, and with many clumps of plantations and single trees on the lawns, and flower-beds all about, in some of which semi-tropical plants were growing in the open air. The bamboo, the banyan, and the plantain thrive luxuriantly in the open air alongside the willow, the Spanish chestnut, the English oak, hazel-nut, elm, and lime-tree, and thus show the genial character of the Sydney climate.

To dinner came our Admiral and the Commodore and about twenty-five other naval officers. Afterwards we went off to the Mayor's ball at the old Exhibition Building[1] in Prince Alfred Park, given by him to the Admiral, Captains, and officers of the squadron. There were over two thousand guests; the decorations of ferns and fresh flowers were very pretty. The two side aisles are each thirty-five feet wide, and strips of them (that part of them under the galleries, fifteen feet wide), were shut off for those who were not dancing; at the south end there was a dais under a great arch, where those of the party who liked could sit and look on at the dancers.

[1] The building was erected in 1870 (the centenary of the landing of Captain Cook) by the corporation for an intercolonial exhibition of Australian industry and growth. The length is 200 feet; it has a semicircular roof of iron, that springs forty-two feet from the ground, and is sixty feet in diameter. Its cost was over 20,000*l*. The Agricultural Society have since paid 1,000*l*. per annum for two months' use of the building in each year for ten years. At these exhibitions, live stock, farm produce, and machinery, shown each year, illustrate the progress that each colony makes in the use of its own raw materials.

July 16th.—From our bed-room at Government House we can hear the ships' bells striking the half hours as they lie at anchor in Farm Cove just outside the garden. We are told that it is proposed to pull down Government House, as the land on which it stands is very valuable, and build a large central railway station here; it would spoil the Domain, and one of the prettiest of the many pretty sites in Sydney. After breakfast off to be photographed at Newman, Boyd, and Freeman's. In the streets the people, when they recognised us, were very hearty and demonstrative, cheering suddenly, their faces all lit up with attachment to England. We were surprised at first at the number of Chinese in the throng. As in other Australian towns the banks and insurance offices rear their flourishing heads in all directions, representing money in circulation. We counted no less than ten of them this morning. We were told their aggregate liabilities were over eighteen millions, and their assets nearly twenty-four millions; the average dividends they pay are from 8 to 25 per cent. The General Post Office at the corner of George and Pitt Streets is a fine building in the Italian style; we passed it several times and admired it more each time we did so. It will have a length of 350 feet; there is a good deal of grey and red polished granite in the way of pillars, or pedestals, or window shafts introduced, which shows up well against the sandstone. Jupiter, amid a halo of thunderbolts, presides over the telegraph department, and Neptune over the postal. The heads of Australia and Britannia are carved in the keystone of the two arches, and many other heads on others. The keystone of the central arch in George Street weighs twenty-six tons, the largest block of freestone in any building; it was set in its place by the Duke of Edinburgh at his second visit here in 1869. Already fourteen thousand miles of telegraph wires have been laid in New South Wales, and for one shilling a message of ten words can be sent to any station in the colony, and for two shillings to any part of the Australian continent. Newspapers are carried post free, letters of half an ounce can be sent for twopence to any part of Australasia, and to England for sixpence. The annual number of letters posted in the colony is twenty-six per head, in England it is forty-two. There is a weekly mail to England—by way of Melbourne and Suez once a fortnight, by Brisbane and Torres Straits monthly, by the Orient line fortnightly, and by San Francisco monthly. The mail takes thirty-seven days from Sydney to London. The Orient liners come out by the Cape and return by the Suez Canal.

At 1 P.M. we started with the Governor for the Randwick races Driving out passed a number of strange steam tramcars which run down all the principal streets; they pay the Government 7 per cent. on outlay, but nevertheless are a great nuisance for horses. The first one was laid in 1879 from the Redfern Station to the International Exhibition, and was found to answer so well that next year four miles were laid; there are now as much as twelve, next year there will probably be thirty-two, running out to all the suburbs. We had lunch in the room behind the grand stand, which looks out on to a very pretty race-course; the meeting was especially got up for the squadron, and there were some very good races. We were introduced here, amongst others, to Mr. Sahl, the vice-president of the rowing-club and cousin to Mr. Sahl at Windsor, the Queen's private librarian and German secretary.

To dinner in the evening came all the Ministers, Sir Henry Parkes, Sir John Robertson, Sir Alfred Stephen (the Lieutenant-Governor), Sir William Manning (the Chancellor of the University), Colonel Richardson (the Commandant of the New South Wales military force), and Colonel C. F. Roberts, in command of the Colonial Artillery.

[In 1870 the last British soldier was withdrawn from the colony, and in the very next year they set about providing a military force of their own. This consists of Volunteers and of Regulars. The infantry of the volunteers is constituted on the militia principle under a system of partial payment, and was established on its present footing in 1878; they already number nearly 8,000 men. Recruits must drill four nights a week for three months before they can be passed into the ranks and be enrolled they receive neither pay nor clothing until so passed. Every Saturday afternoon there is a "detached drill," attendance at which is compulsory; 5*s.* is a private's pay for each attendance at the same. As the English militia are called out for a month, so this force has every Easter to go into camp; each private then receives 10*s.* a day. When he has passed a certain standard he is enrolled as an efficient, and receives a bonus of 3*l.* The Volunteers have six batteries of Artillery, one corps of Engineers, one corps for torpedo and signalling, and three regiments, each four companies strong, of Infantry. Attached to most of the public schools there are also cadet corps. There is a rifle association with shooting matches every year; and intercolonial rifle matches are also held

every twelve months. The challenge shield has been won three years in succession by ten New South Welshmen.

The Act under which the Permanent force of regulars is raised was passed in 1871; their cost is defrayed by an annual grant of the colony. There are three batteries of Artillery,[1] with an organisation

[1] The men are enlisted between the ages of eighteen and forty for five years, but they may re-enlist for a further term of either two or five years. A gunner's pay is 2*s.* 3*d.* per diem, in addition to free rations of bread, meat, and groceries, free kit on joining, uniform, barrack accommodation, fuel and light, and medical attendance. There are special rates of working pay, as also increased pay on re-engaging, and rewards are given for good conduct as in the Imperial Service, but no pensions. This little "Army" of New South Wales is in all respects a regular one, and being constantly embodied is entitled to take much higher rank than a mere militia force. The recruits have to undergo the usual routine of squad and setting up drill, manual and firing exercises, and guard-mounting; the gunnery course follows, and includes repository and gun-drill, with 10-inch, 9-inch, and 80-pounder rifle muzzle-loading guns, 16-pounder rifle muzzle-loading (field) guns, and 40-pounder breech-loading rifle guns. The force has mounted and shifted all the heavy 18-ton and 12-ton harbour guns at Sydney and Newcastle (New South Wales), and was last engaged in mounting the 25-ton guns recently purchased by the colony. They also constructed all such portions of the fortifications as come within their province as artillerymen. They are stationed at the harbour forts at Newcastle and at head-quarters, according to roster; and furnish their own regimental guard and the main-guard at Government House. Nor is it any exaggeration to state that in respect to physique, education, and intelligence, the non-commissioned officers and gunners not only equal, but probably surpass, any three batteries in the Imperial Service. The standard of discipline and efficiency is in all respects a very high one; and such distinguished officers as Sir William Jervois, R.E., Colonel Scratchley, R.E., Colonel Downes, R.A., General Michell, R.A., and many others visiting the colony, have expressed surprise at finding in this remote corner of the globe three batteries established upon a basis so perfectly akin to that of the Royal Artillery.

For administrative purposes there are three military districts: the Northern, comprising the fortifications of the north side of Port Jackson, under Major Murphy; the Southern, consisting of the batteries on the southern side, under Major Airey; and Newcastle and Botany, under Captain Murray. At each of these stations there are handsome barracks and officers' quarters, those at Newcastle and Botany, however, are not yet completed. With harbour duties, garrison duties, battery duties, courts of inquiry, occasional court-martials, &c., the New South Wales Artillery officers find plenty to do, and altogether the corps is worthy a better position in the *Army List* than that assigned to it, namely, amongst "Colonial Militia and Volunteers," being neither one nor the other, but really and truly a Colonial Regular Force. Such of the officers as do not happen to be stationed at the harbour forts or Newcastle are quartered at the Artillery Barracks on Dawes Point (the headland between Darling Harbour and Sydney Cove) or else at the Victoria Barracks in the suburb of Paddington. At each of these there is a small officers' mess, library, and reading-room. The sergeants also have a comfortable and well-furnished mess, presided over by Brigade Sergeant-Major Green, an old Horse Artillery veteran, who has seen service in India. It should be added that the corps possesses a small but well-trained brass band, which plays once each week in the Botanical Gardens. This force, like their brethren we saw at Adelaide, volunteered to leave the colony for service in the Transvaal during the late hostilities with the Boers.

The New South Wales Government have ordered large supplies of small-arm ammunition and some Hodgkiss and Nordenfeldt guns; in other respects also their defences are in a more advanced state than those of the other colonies, excepting that they have no navy. The *Wolverine*, which the British Government will present to the colony, is to be used as a training-ship, but will not materially increase the defensive strength of Port Jackson. As the head-quarters of the British Australian squadron are at Sydney there is less necessity here than at Victoria for a colonial navy.

precisely similar to that of the Royal Regiment to which their colonel lately belonged, and served in the Crimea in 1855 and in India from 1858 to 1861. Besides the Volunteers and Regulars there is also the Naval Brigade, which comprises five companies and a torpedo corps; the gunners receive 1*l.* per month, and are drilled in the heavy gun, rifle, and boat exercises; most of the men have been seamen before, and the service is a most popular one. On these forces New South Wales expends 85,000*l.* annually. The police force numbers 1,280.

As for the fortifications, they were taken in hand by the Defence Commission appointed in 1871. On the Heads 18-ton guns, like those of the *Hercules* and *Sultan*, throwing 400 pounds shot, are mounted *en barbette;* not only the two Heads are thus fortified, but all the headlands. This was done in accordance with Sir W. Jervois's recommendations, which are being now still further carried out. No less a sum than eight millions sterling have been expended on the establishment and maintenance of defences. £110,000 a year for five years, has been voted for the defence of Port Phillip Heads alone.

All this expenditure on military and naval forces and on fortifications represents the price the colonies are ready and willing to pay for connection with the mother-country; for as long as they are united to her they share England's perils. If they cared to be cut adrift they need dread no attack on their own account unless it were filibustering expeditions from the French settlements of emancipated convicts strewn about in the Pacific.

The land forces of Victoria are also organised on the principle of a paid militia, and consist at present of 6,000 men, 1,000 of whom are mounted riflemen, and 500 police troopers. There is also a regiment of dragoons, 123 sabres strong: a capitation fee of six shillings a day is granted to each trooper for his horse; they have a battery of six Nordenfeldt machine guns, each drawn by two horses. Queensland, South Australia, New Zealand, Tasmania and Western Australia, have also done their best to organise similar forces. Cadet corps and rifle clubs are formed throughout the colonies, and a rifle team is about to start for the Wimbledon Meeting. Australia can put from twenty to twenty-five thousand armed and properly trained men in the field, officered by veterans from the Imperial army. Twenty to forty being the soldier age, the Australian colonies would be capable of furnishing for defence a levy of 450,000 men, of which Victoria would contribute 114,142, and

New South Wales 131,805. But at present no two of the military forces in Australia are alike, or work under the same Act. Each colony has a system of its own. While one confines itself to a purely volunteer force, others add to that system a militia, and others have permanent troops. There are seven commanders-in-chief, with seven little armies, some of which are composed of one, others of two, and some of three branches of service, working under seven different Acts, systems, and regulations, all quite independent of the Home Military Department; although arrangements have been made for the loan for five years of several officers of various grades from England, and for the establishment of a School of Instruction for training the officers of the militia. (The non-commissioned officers are paid at the rate of 180*l.* a year by the colony, with free quarters and clothing.) A federation of troops should be secured at once. The Imperial army should weld all these local troops into one uniform machine. There are at this moment 50,000 young fellows of army age in Australia who would gladly join such an Imperial force. Of the large families in Australia there are always one or two sons who love adventure, and to whom the British army would be very attractive. Though warmly attached to the land of their birth, they at any rate regard one part of the Empire as important as another, and would be as willing to serve in India and the Crown colonies as in Australia.]

While we were dining with the Governor and Ministers of New South Wales the Prince of Wales was being entertained by the Lord Mayor at a colonial banquet at the Mansion House in London; Lord Kimberley, the Minister for the Colonies, the Agents-General and representatives of each of the English colonies were present. In returning thanks for his health the Prince said:—

"This is, indeed, a very special dinner, one of a kind that I do not suppose has ever been given before; for we have here this evening representatives of probably every colony in the Empire. We have not only the Secretary of the Colonies, but Governors, past and present, Ministers, Administrators, and Agents, are all, I think, to be found here this evening. I regret that it has not been possible for me to see half or one-third of the colonies which it has been the good fortune of my brother the Duke of Edinburgh to visit. In his voyages round the world he has had opportunities more than once of seeing all our great colonies. Though I have not been able personally to see them, or only a small portion of them, you may rest assured it does not diminish

in any way the interest I take in them. It is, I am sorry to say, now going on for twenty-one years since I visited our large North American colonies. Still, though I was very young at the time, the remembrance of that visit is as deeply imprinted on my memory now as it was at that time. I shall never forget the public receptions which were accorded to me in Canada, New Brunswick, Nova Scotia, and Prince Edward Island, and if it were possible for me at any time to repeat that visit, I need not tell you gentlemen who now represent here those great North American colonies, of the great pleasure it would give me to do so. It affords me great gratification to see an old friend, Sir John Macdonald, the Premier of Canada, here this evening. It was a most pressing invitation, certainly, that I received two years ago to visit the great Australasian colonies, and though at the time I was unable to give an answer, in the affirmative or in the negative, still it soon became apparent that my many duties here in England would prevent my accomplishing what would have been a long, though a most interesting voyage. I regret that such has been the case, and that I was not able to accept the kind invitation I received to visit the Exhibitions at Sydney and at Melbourne. I am glad, however, to know that they have proved a great success. Though I have not had the opportunity of seeing these great Australasian colonies, which every day and every year are making such immense development, still, at the International Exhibitions of London, Paris, and Vienna, I had not only an opportunity of seeing their various products there exhibited, but I had the pleasure of making the personal acquaintance of many colonists—a fact which has been a matter of great importance and great benefit to myself. It is now thirty years since the first International Exhibition took place in London, and then for the first time colonial exhibits were shown to the world. Since that time, from the Exhibitions which have followed our first great gathering in 1851, the improvements that have been made are manifest. That in itself is a clear proof of the way in which the colonies have been exerting themselves to make their vast territories of the great importance that they are at the present moment. But though, my Lord Mayor, I have not been to Australasia, as you have mentioned, I have sent my two sons on a visit there; and it has been a matter of great gratification, not only to myself and to the Princess, but to the Queen, to hear of the kindly reception they have met with everywhere. They are but young, but I feel confident

that their visit to the Antipodes will do them an incalculable amount of good."

July 17th.—At 7.30 A.M. went on board the *Inconstant;* at church on the main deck, Dr. Mesac Thomas, Bishop of Goulburn, preached. In the afternoon we went for a drive with Lady Augustus Loftus right through Sydney, and up out by the station to Darlington and to the University, where Sir William Manning (the Chancellor), Dr. Badham (Professor of Classics), and Dr. Smith (Professor of Chemistry), showed us round. The University, the first founded in Australasia, was incorporated in 1851. A large space of ground outside the city on the south-west side has been set apart as the University reserve, and in the midst of this, upon the crown of a broad eminence that slopes away on all sides from it, stands the University itself with its three colleges; it is endowed with 5,000*l.* per annum by the State. Besides foundations and benefactions by private gifts amounting to over 50,000*l.*, 180,000*l.* was recently bequeathed to it by the late Mr. J. H. Challis; another benefactor, the Hon. W. Macleay, has just established four science fellowships of 400*l.* per annum each; their occupants must be "actively engaged in original study and research;" tenure is renewed every year. Mr. Fisher has left 30,000*l.* for a Library, which it is proposed to spend on building, leaving it to other benefactors to supply books; and if the wise liberality of the colonists continues at this rate, the University of Sydney will soon be worthy of Australia. Up to the present time it has cost in buildings and endowments over 200,000*l.* The principal front, in the Elizabethan style, is 410 feet in length; in the centre of this rises the square tower. It has at the present moment not more than 100 graduates, who send a member to the Assembly.

We went first to the beautiful University Hall, which, like all other public buildings in Sydney, is built of the brown freestone, the colour of which, inside, harmonises well with the stained glass windows, on which are represented various literary celebrities. To see these better, we went up into the balcony, which as an oriel window projects from the Library into one side of the hall. They pointed out to us the three royal windows, on which are shown the sovereigns and their consorts from the Conqueror to the Queen; another is the Oxford window at the west end of the hall, with fourteen founders of Oxford Colleges; the Cambridge window, with its similar fourteen figures, is at the east end. The side windows, each with their three lights, are also filled with an historical series

of pictures from Saxon times to the middle of last century; all these figures are the full life size. The open timbered roof of Australian cedar, elaborately finished, is supported on arches which spring from stone corbels, six on either side; these are of Caen stone from Normandy, and each is sculptured with the arms of some sister university; those of Melbourne consist of the angel of Knowledge standing between the four stars of the Southern Cross. The hammer beams that project above the corbels are carved as large angels, twelve in number, all crowned with gold. Ten represent the sciences—Grammar (with papyrus roll), Dialectics, Poetry (with ancient harp), Ethics (with lily), Metaphysics, Physics, Music, Astronomy, Geometry, and Arithmetic. The two others bear scrolls—"Timor Domini principium sapientiae," and "Scientia inflat, Caritas aedificat." On the walls are portraits of founders and benefactors of all denominations. We were told that this Hall was 135 feet long, forty-five feet wide, and seventy-three feet high, not quite the size of the Hall of Trinity College, Cambridge, but larger than that at Christ Church, Oxford. It is used for the University examinations, and is somewhat larger than the Senate House at Cambridge, being about half the length of King's College chapel. In the Hall is a marble statue, by Tenerani, of William Wentworth, who introduced the Bill under which the University was incorporated, and who is deemed its founder.

We went into the Library and into the Museum of Classical Antiquities that have travelled all round the globe to come out here, and then Dr. Badham took us up the large square tower (in the lower part of which he has rooms), and from the top of which you get the best view of Sydney and the suburbs away westward to Paramatta and the Blue Mountains; to the eastward gleam the waters of the Pacific, and away to the south is Botany Bay with Perouse's obelisk and monument and the white sand spit. There are seven professors (the salary of each is over 1,000*l.* a year), and as many lecturers. There are three terms in the year, and the matriculation and degree examinations seem much the same as at Cambridge; the degrees are in arts, law, medicine, and "such branches of knowledge as the University may think fit," except divinity. Women are admitted equally with men to all the privileges of the University. The annual public examinations held at the Sydney University are similar to the middle-class examinations of Oxford and Cambridge, being intended to test the youths from the various schools of this and the neighbouring

colonies. Last year there were 447 examined, and those from the Brisbane Grammar School carried off the palm. A Civil Service examination is held three times a year. All persons seeking appointment in the State service are required to pass this examination satisfactorily.

Then to the three "affiliated colleges" all within the University reserve of 130 acres. These are intended for the systematic religious instruction and domestic supervision of such students as like to avail themselves of their assistance in preparing for the University examinations and lectures. No student can be admitted at either of the three colleges unless he at once matriculates at the University, submits to its discipline, and attends the lectures.

First to St. Paul's College, which belongs to the Church of England, where the warden, the Rev. W. Hey Sharp, took us round. It was founded in 1852. The subscriptions that were raised were doubled by an equal grant from the public funds of the colony, and by 500*l.* per annum for the principal. The foundation stone was laid on St. Paul's Day, 1856. The present buildings consist of one side of a quadrangle containing suites of rooms, a wing intended for the same purpose, but at present occupied by the warden, a library, and a handsome little hall of good height and proportions, capable of dining eighty or 100 students. We went over the chemical laboratory, and saw the beginnings of the museum of minerals and geology. There are four scholarships and sixteen undergraduates. The expenses for board and lodging and tuition here are 70*l.* per annum, everything included. They have no chapel or warden's house yet, and seem to want funds. The Act of 1854 provided that as soon as 10,000*l.* was subscribed for a college of any denomination, and not less than 4,000*l.* actually paid, with security that the remainder be paid within three years, the whole to be exclusively devoted to college buildings, the State would meet it with a further sum, not exceeding in the whole 20,000*l.* But the grant would never be for more than what had actually been already spent on the building out of the funds subscribed. The State also guaranteed besides in perpetuity 500*l.* per annum for salary of each principal of such college.

Then to St. Andrew's, which is Presbyterian, where the Rev. J. Kinross, with the Scotch students, kindly received us, and showed us their chambers, hall, &c. And lastly to St. John's, which is Roman Catholic. This seemed the most complete of the three;

the rector, the Very Rev. H. Gillett, took us over the chapel and into the museum, and before we left Archbishop Vaughan, who lives in the college, came in. He is the brother of the Father Vaughan we saw in Buenos Aires, and some years ago he took the Prince of Wales over St. Paul's Church in Rome. Another brother is the Roman Catholic Bishop of Salford in England, and a third is Prior of the Benedictine monastery at Fort Augustus in Scotland.

There is plenty of space for further colleges in the University reserve, and also for cricket, football, and other games. In these three colleges a fair proportion of the undergraduates are boarded and lodged, but a great many besides live out in lodgings in the town, and thus lose the discipline and the community of life which they would get if they were together in one building, as at Oxford or Cambridge.

[A new Public Instruction Act, an amendment to the existing Act, 1866 (both by Sir H. Parkes), came into operation last year (1880). By this, school-attendance is rendered compulsory for all children. Grammar, geography, arithmetic, algebra, geometry, history, French, Latin, music, drawing, singing, with needlework for girls, and drill and gymnastics for boys, are the subjects taught. The schools are of four classes, and are for boys, girls, and infants. No. 1 is the primary school proper; No. 2 is the superior public school, where, in addition to the subjects of elementary education, additional classes for higher instruction are held; No. 3, evening public schools for adults; No. 4, high schools, in which ancient and modern languages, literature, physical science, &c., are taught. There are scholarships to enable boys or girls to pass on from the public school to the University. The school fee is 3*d.*, 6*d.* or 1*s.* per week, but if parents are unable to pay, the children are admitted without any charge whatever; each district has a School Board. There are at the present moment under the Minister of Public Instruction thirteen hundred and fifty-seven schools, with three thousand teachers, receiving from 400*l.* to 20*l.* apiece. The school fees are the property of the State, which is responsible for the payment of all the teachers. Last year there was paid thus in fees 69,000*l.* odd, and besides this 525,000*l.* was spent by the State on primary education; as many as 128,125 pupils were attending. In out-of-the-way districts, where the population is very scattered, provision is made for provisional or half-time schools; at these the teacher attends a group of six or eight children three days in the week, and on the other three days passes on to another group:

these schools are better than none for the time being, and will gradually grow, as population increases, into regular public schools. When it is necessary, children may travel to school by railway free. There are very stringent regulations as to the inspection, both of the teachers, children, and buildings. The Act was passed almost unanimously both by the upper and lower Houses, and the feeling in the colony is intensely strong in favour of a religious instruction. It is provided that the minimum four hours a day of secular instruction to be given by the schoolmaster shall include general religious instruction free from special dogma. But to meet the views of denominationalists for whom this general religious instruction is not enough, it is further provided that certified religious teachers shall have access to the public schools, and that one hour in five shall be available for the special religious instruction of the children belonging to the church of the visiting religious teacher. Common Christianity is thus taught by the schoolmaster; special dogmatic teaching is given by the clergyman. The Roman Catholics, however, object strongly to any secular instruction, even of the simplest kind, being given to their children except by Roman Catholic teachers. In nearly every township there is a school of arts or mechanics' institute. One pound for every two pounds raised for the building funds and endowment, and a sum equal to half the annual subscriptions, is granted by the State in aid of these. It really does come upon one with a shock of surprise to find how very small in England the total expenditure on education is after all. For England and Wales the whole cost of elementary education is only six and a half millions, and whereas in the United Kingdom the cost of education (science and art and all included) is 6*s*. a head, in many of our own colonies it is 14*s*., and in some of the United States it is 19*s*.; in New South Wales it is 15*s*. per head of the population.]

We then went to the Prince Alfred Hospital, a huge, well-built pile constructed in blocks, like St. Thomas's Hospital on the Thames Embankment. Sir Alfred Stephen showed us over this. "The hospital for the relief of the sick and maimed, possessing all modern appliances necessary for the effective treatment of disease and convalescents," was determined upon as a most suitable memorial of the joy of the people of New South Wales at the Duke's recovery, and a proof of the strength and tenacity of their affection for the Queen and their mother-country. The inscription on the foundation stone is: "Deo Opt. Max. qui Alfredum ducem Edinensem

in ipsis feriis et gratulationibus quibus eum civitas Sydn. excipiebat ab homine fanatico graviter volneratum reginae matri Britannisque omnibus servavit Colonia Nov. Camb. Aust. tanti facinoris dolore et opprobrio liberata hoc aegrotorum perfugium medicinaeque domicilium posuit A.S.H. MDCCCLXXVI. V. Ill. Herc. G. R. Robinson, Col. praefecto." It was originally to have been erected adjoining the Sydney Infirmary in Macquarie Street, as determined at the public meeting held March, 1868; but the scheme grew till the present much larger site was given by the Senate of the University close by. It is connected with that as a medical school, and its examinations are recognised by the Royal College of Surgeons of England, as well as by the Universities of London and Edinburgh.

July 18th.—At 7 A.M., went on board the *Inconstant*, and after breakfast had the usual school till dinner time. In the afternoon Commodore Wilson brought up Mr. Moseley to Government House, who threw the boomerang in the grounds. There are two sorts of throwing, the one, when it is made to fly in the air to hit a bird and then return to the feet. This is said to have been suggested to the natives by the whirl of the leaves of the eucalyptus tree. The other way is that in which it is thrown in war time, when it is made to go straight forward, hopping along the ground, plunging and circling. In the collection of arms and weapons lately presented to the University of Oxford by Colonel Pitt Rivers, the development of the boomerang is exhibited in all its stages; and the arrangement of the specimens of this weapon brings out distinctly that it was not invented, but was "accidentally produced, and retained by the selection of the natural forms of the stems of trees and branches suitable for the purpose." The use of the boomerang is distinctive of the Australioid race; though, curiously enough, it is found in its earliest form, like the parrying shield, among the black and dark-coloured races of southern Europe—races which Professor Huxley, judging by physiological evidence alone, has traced to the Australioid stock.

Afterwards we went to Mort's Refrigerating Chambers, and saw the whole process of preparing the frozen meat, and the assortment of Australian birds and animals which have been thus prepared, and are going to England by the *Cuzco* for a Lord Mayor's dinner. Mr. Buchanan showed us round the chambers and explained everything; it was a curious sight when the double doors were closed behind us, and we found ourselves amongst the icebergs and frost in the dark. We brought down clouds of snow on our

shoulders, for the roof of all the passages was covered with it. We heard that milk frozen by this process is taken on board ship for daily use, and thus keeps fresh all the way home to England.

Each of the ships of the Orient line are furnished with an ice-room or compartment, the temperature of which is kept 22° below freezing point by chemical preparations during the whole voyage; and while Australia sends home meat, England sends out salmon in the same way; we had fresh Scotch salmon for dinner several evenings at Sydney. All that is required is that it should be thawed slowly before use. The glut of meat in the colony is so great that for many years past after their fleeces were taken, the carcases of the sheep have been left either to rot on the ground or have been boiled to produce tallow. There are over 35,000,000 of sheep at the present moment in this one colony.[1] We next went to the

[1] The late Mr. T. S. Mort spent a large fortune in pursuing this idea of meat-preserving, which he regarded as one of the most important scientific and national problems of the age. He was never daunted by failure, and over a dozen of the first inventions proved such, more or less, until the Bell-Coleman process we have seen to-day completely set the question at rest, that it is possible to convey meat in prime condition from Australia to London at a paying price; all that is now required is the erection of the necessary machinery in the colony for preparing the meat for shipment, and a regular supply of vessels properly fitted up to convey it to London. As most of the corn for the bread eaten in the British Isles comes across the Atlantic from America or from India, so in a few years' time most of the fresh meat eaten will come either through the Suez Canal from Australia, or (through the Panama Canal) from New Zealand, or from Buenos Aires and the South American provinces on the river Plate. The flocks and herds of Australasia could even now yield a yearly supply of a million tons of meat, a quantity sufficient for twenty millions of people (the population of England and Wales is twenty-five millions), without reducing the capital number of their stock.

The business of preparing frozen meat for shipment to England is making steady progress. At the town of Orange, 200 miles from Sydney, and 3,000 feet above the level of the sea and in the heart of a rich pastoral country, an energetic company has established a slaughter-house and freezing-chambers. The experiments hitherto conducted having turned out satisfactorily, the company is enlarging its premises and ordering fresh machinery, so as to be in a position to freeze annually half a million sheep or 50,000 bullocks. The frozen-meat trade seems to be gathering strength with each successive shipment. In 1881 England received 13,771 frozen carcases from Australia; in 1882, 55,087, and 8,840 from New Zealand; in 1883, 98,754 frozen sheep from New Zealand, and 60,717 from Australia; in 1884, from Australia 107,437, from New Zealand 398,859, and from the Plate 54,369. Special ships have been constructed for this meat traffic; they each carry 25,000 frozen carcases of New Zealand sheep. In England a large quantity of the meat sold as Southdown or Welsh is in reality imported. The meat is, on arrival, as perfectly fresh as it was a few hours after it ceased to be sheep and became mutton. The present price of New Zealand mutton at Smithfield is from 5*d*. to 5½*d*. per lb.; of Australian, 4½*d*. to 4¾*d*.; and of river Plate, 4¼*d*. to 4¾*d*. Prime mutton in New Zealand is worth 2½*d*. to 3*d*. per lb. The Argentine Government are about to grant a bounty on the export of frozen meat. In that country there are 80,000,000 sheep, which can be sold profitably in London at 4½*d*. per lb. In the London Docks are huge refrigerating warehouses, where the meat is kept frozen till such time as the market is ready to absorb it after unshipping, often for several weeks. The total annual consumption of mutton in the United Kingdom is said to be 400,000 tons, and of

Art Gallery in the rear of the Botanical Gardens. There are two temporary galleries each of 150 feet, the roof is of iron, and it is through this that all the light is admitted, so that the whole wall space is available for the pictures, on which 50,000*l.* have been spent. There are several good pictures here of the English and Belgian schools, lately purchased by the Colonial Government, many water-colour drawings, and several pieces of Marshall Wood's sculpture. Sir Patrick Jennings met us here, and we went on with him then into the great Exhibition building. The Sydney people call it the Garden Palace; the foundation stone was laid February 13th, 1879; the whole was completed at a cost of over 200,000*l.*, and opened September 17th. In outline it is cruciform, the height of the nave is sixty feet; the width fifty; and where the two broad aisles intersect there rises a dome over 200 feet high (the same height as that of St. Paul's, although the drum which supports it is not so high). It is constructed of wood bound with iron straps and bolts, the rest of the palace is constructed chiefly of wood and glass, and covers an area of seven and a half acres. There are four brick towers, each 118 feet high, that stand at the end of the nave and transepts. The whole is now empty; we walked through it and then went up the south-eastern tower; from the top we had a fine view over Sydney, Port Jackson, and surrounding country. [It was totally destroyed by fire on the morning of September 22nd, 1882.]

This evening we dined with Sir G. Wigram Allen, the Speaker of the Legislative Assembly; he gave the dinner to the Governor and the Admiral, and had also invited the Commodore and the Captains of the ships of the squadron, Sir Henry Parkes, Sir John Robertson, Mr. Kirkpatrick (leader of the Opposition), and two members from either side of the House.

[Since the introduction of a responsible local self-government into New South Wales in 1856, there have been eleven Parliaments which have existed on an average about two and a half years. The present Ministry is the twentieth that has held office. The Upper House or "Legislative Council" consists of fifty-three

beef 840,000 tons. In 1884 there were 10,500,000 cattle in the United Kingdom. Two millions a year of these go to the butcher, and produce 666,000 tons of dressed meat. The total number of sheep in the United Kingdom in 1884 was 29,376,000; but the number seems to be decreasing, although the population of these islands is increasing. Fifteen years ago we were practically self-supporting as regards beef, and very nearly so in respect of mutton. Now American and Canadian cattle rule Glasgow as the frozen mutton of New Zealand is beginning to rule Smithfield.

members: they are summoned by the Crown, and hold their seats for life. Four-fifths at least must hold no office of profit under the Crown. They are never to fall below twenty-one in number, and must be all over twenty-one years of age, natural-born subjects of Her Majesty, or naturalised in New South Wales. The Lower House or "Legislative Assembly" consists of 113 members, elected by seventy-two constituencies. Every male adult who has resided for six months in the colony has a vote. There were 196,261 on the electoral roll last year. The duration of parliament is limited to three years.

In Queensland responsible local self-government was introduced in 1860. There have been nine Parliaments and twelve Ministries. The Upper House or "Legislative Council" are nominated for life by the Crown, but a seat can be resigned, and is vacated by absence for two sessions, or by bankruptcy. At present there are thirty-six members. Four-fifths must consist of those who do not hold any office of emolument under the Crown. The Lower House or "Legislative Assembly" consists of fifty-five members, elected by ballot in forty-two constituencies by every male adult who has resided for six months in the electoral district, or possesses freehold worth 100*l.* a year. There are 60,147 electors on the roll. The duration of parliament is limited to five years.

In South Australia responsible local self-government was introduced in 1856. There have been eleven Parliaments and thirty-four Ministries. The Upper House or "Legislative Council" consists of twenty-four members, elected by four electoral districts, for twelve years. Residents of three years in the district and over thirty years of age are eligible. Eight members retire every three years, two from each district. All freeholders of value over 50*l.* or leaseholders of more than 20*l.* per annum, or householders of over 25*l.* a year, if resident for six months in the district, have votes. The Lower House, or "House of Assembly," consists of fifty-two members elected by twenty-six constituencies. The electors are all male adults of six months' residence, and there are on the roll 59,176. The duration of parliament is limited to three years.

In Tasmania responsible local self-government was introduced in 1856. There have been eight Parliaments and sixteen Ministries. The Upper House or "Legislative Council" consists of sixteen members elected by thirteen constituencies for six years. Candidates must be thirty years of age, and the electors must have a

freehold estate of 20*l.* per annum clear, or a leasehold of 80*l.* per annum, or a degree at some British University; lawyers, doctors, officers in the army or navy, and ministers of religion also have votes. The Lower House, or "House of Assembly," consists of thirty-two members elected by all male adults of twelve months' residence. The duration of parliament is limited to five years.

In Victoria responsible local self-government was introduced in 1855. There have been twelve Parliaments and twenty-two Ministries. The Upper House, or "Legislative Council" consists of forty-two members elected by fourteen constituencies. A member must be thirty years old, and have resided ten years in Victoria, and possessed of freehold of the annual value of 100*l.* The seats are held for six years, but one member retires by rotation in each district every second year. There are about 107,914 electors. They must be freeholders of not less than 10*l.* a year, or leaseholders of 25*l.* a year, graduates, lawyers, doctors, ministers, schoolmasters, military or naval officers. The Lower House or "Legislative Assembly" consists of eighty-six members from fifty-five constituencies; male adults resident for two years in Victoria are eligible. At present members are paid 300*l.* a year, but this only holds good for the present parliament. Its duration is limited to three years. The electors number 198,076 (of whom 31,393 are non-ratepayers) and consist of all adult males resident for twelve months in Victoria.

Land laws, education, mines, militia, public works, railways, tariff, are the chief subjects that employ these local legislatures. Though enjoying the largest liberty of self-government and home rule, these colonies have no voice whatever in Imperial matters, such as peace or war, foreign affairs, or India.]

The garden outside Sir Wigram Allen's and the grounds were illuminated with Chinese lanterns, and the inside of the house is very pretty. On returning to Government House there were some private amateur theatricals in the drawing-room. The piece given was *A Wonderful Woman*. After this there was a little dance, which was very jolly as there were not too many in the room.

July 19th.—Off to the *Inconstant* at 7.30 A.M., at school all the morning. To lunch at Government House came Archbishop Vaughan and his chaplain, Dr. Canoletti. We had intended to have gone to St. Vincent's Hospital afterwards with them, but had to put it off, as it was arranged that we should go over the Govern-

ment Printing Office with Sir Henry Parkes, which we did. We went first to the principal Government Offices (the Treasury, Colonial Secretary's office, and Works and Lands Department), all just outside the Domain, and all in Bridge Street; fine buildings, externally in classic style, and of brown sandstone—very like the Treasury Buildings at Whitehall. The original stream that flowed into Sydney Cove in the time of the old settlement was at the bottom of the hill down which Bridge Street runs. The rivulet is now completely arched over; Pitt Street is where it used to flow: an old wooden bridge is described by the Frenchmen as having stood here in 1804. Turning into the Treasury we went up stairs to the Council-room, which is full of all sorts of beautiful things—statues, pictures, porcelain, and Japanese curios. Leaving these buildings, we went round to the Government Printing Office at the back in Bent Street. All the machinery is English-made. We saw the printing presses at work, for a great deal of the work which is done for Government by contract in England under private firms is here done by the Colonial Government for themselves, as there would be a difficulty in finding firms out here who could do it at a reasonable cost. We saw the postage and receipt stamps being printed, and the railway tickets for the Government lines, guide-books, circulars, lists of electors, and a number of photographs and lithographs being struck off; and also went into that part of the building where all sorts of bookbinding are carried out. Some of the specimens of fancy printing were very finely done; the whole thing reminded us of Messrs. Waterlow's establishment at Finsbury.

Close by, and at the corner where Bent Street comes into Macquarie Street, is the Free Library. It was completed in 1869, and, like the one we saw at Melbourne, is open every day from 10 A.M. to 10 P.M. Besides the privilege of study in the library, which is free to all, there is also, in another part of the building, a separate lending library, opened in 1877, and from which books can be borrowed and taken home for reading, or lent out to country districts. So much are the privileges of both these libraries (which contain 60,000 volumes) appreciated, that it has become necessary to erect far larger buildings than the present, which the Government are on the point of carrying out on ground adjoining the Museum, at a cost of 95,000*l.*

To dinner came several midshipmen from the *Inconstant*, and with them we went afterwards to the Commodore and Mrs. Wilson's reception.

July 20th.—Left Sydney by special train at 7 A.M. for the Blue Mountains. Sir Henry Parkes had invited as many officers of the squadron as could come: about thirty-six went. The morning was misty, and there was a white frost on the ground at starting, but we saw the dark foliage and golden fruit of the orange groves at Paramatta through the mist, succeeded by many cleared patches of ground for small farms, and neat cottages surrounded with vine-yards and orchards, until eight miles from Paramatta we came to Blacktown, where the branch line to Windsor and the valley of the Hawkesbury runs off to the north. Twelve miles further is Penrith (thirty-four miles from Sydney), to which in 1862 the line was opened, and here we crossed the Nepean River at some height by an iron tubular bridge on four pieces of solid masonry, each 186 feet apart. After this we found ourselves on rich alluvial plains and what looks like a fine grazing country. The mist had now lifted, and we could see the Blue Mountains rising like a vast wall covered with dark green, stretching away in the distance, north and south, as far as the eye could reach. The white line of the zigzag and the viaducts winding up their sides were also pointed out to us.

[This railway, the oldest in New South Wales, was begun as long ago as 1850. The Government bought it in 1855, and ever since then all the railways in the colony have been made and worked by the State. There is only one gauge in New South Wales, the English one (4 feet 8½ inches). The southern line runs direct to the Victorian border, nearly 400 miles distant, and there connects with the line to Melbourne. The direct communication between the two capitals, a journey of 576 miles, was first opened on February 2nd, 1881, and is covered now in nineteen and a-half hours. The western line, along which we are travelling to-day, crosses the Blue Mountains to Bathurst, 120 miles in the interior, where it branches out into three forks, each over 300 miles long; the two first run to the Darling River and after intersecting the Riverina terminate at Fort Bourke and Mount Murchison: the third connects with Deniliquin in the south. In the north of New South Wales there are other railways from Newcastle on the coast for 200 miles inland towards the Queensland border, which will probably be reached in 1887, across the Liverpool Plains. The two gaps between the Queensland border and Tamworth, and between Newcastle and Sydney, are now in process of being filled up. In New South Wales there are already 1,643 miles of railway open for traffic, and authority has been obtained for the construction of

2,085 miles additional, which are to be opened in the next five years. Railways are a supreme necessity for the development of Australia. Without them vast resources would remain beyond reach, whilst each new line proves an ever-widening channel of benefit to all classes of the community, the squatter, the farmer, the miner, and the handicraftsman. The whole of the lines now open cost 21,526,900*l.*; the earnings in 1884 were 2,086,237*l.*, and the expenses 1,301,259*l.* All the materials (except the sleepers) have been imported from England. By far the larger portion of the 31,000,000*l.* of the public debt of the colony is represented by these State railways, which are reproductive works. Taking all the lines together—good, bad, and indifferent—the general result is a net earning of over 5¼ per cent. on the capital invested. As the average interest on the public debt is only 4½ per cent., this leaves a surplus profit to the colony of over ¾ per cent. The investment cannot be injured by competition, as the Government has the monopoly of the whole system and can, if necessary, at any time slightly raise the fares and freights so as to increase the revenue. They are now as low as in any part of the world. When the whole of the colony is connected together with this well-designed iron network, and it is in through communication with Queensland in the north and Victoria in the south, a great step in firmly welding the Australian colonies together into a united whole will have been accomplished. We have already seen similar results in South America, p. 273.]

We arrived at the foot of the first zigzag at 8.30 A.M.; the line gradually ascends the mountain side by a series of zigzags. At the end of each of these the train is reversed on a level, and is thus alternately drawn and pushed up by the same engine, and at each stage thus mounts higher and higher. Commencing at Emu Plains station, about thirty-six miles from Sydney, the line curves boldly away on its first ascent up the Blue Mountains, the ruling gradient for a distance of two miles and up to the first reversing station being 1 in 30. On this steep incline there is an immense earthwork embankment three-quarters of a mile in length and forty feet deep. Half a mile further on we crossed the Knapsack Gully viaduct. It consists of seven spans, five of fifty feet, two of twenty; the loftiest piers are 120 feet high, and its total length is 388 feet. This viaduct is 245 feet above Emu Plains, which we have just left. As the mist has now completely cleared away, and the sun is shining brightly, we see the Nepean

winding like a silver thread across the plains towards the coast. From the first reversing station, which is 413 feet above the sea, there is an ascent of 1 in 33 for half a mile to the second reversing station, which is 474 feet above the sea. From this point the line continues its direct journey on a gradient of 1 in 33 for the next thirty-eight miles, along the summit of the watershed which divides the waters of the Nepean and Grose; the drainage for the latter runs off to the east and that for the former to the west, though both ultimately unite further away to the south. For nearly sixty miles the line thus pursues its way along the top of the ridges, where the curves are often very sharp. There is scarcely a single eighth of a mile of straight or level line in the whole course, nothing but deep cuttings, embankments, and steep gradients. Each turn of the road opens up fresh scenes. We look down on either side into valleys hundreds of feet deep, hedged in with mountains and clothed with verdure of every shade. There are a few cleared spaces of cultivated ground, but for the most part the mountains remain in their primæval ruggedness. After reaching the "weather board," as the summit is now called—though it was named the King's Tableland by the first explorers on account of the majestic grandeur of the situation—nearly 3,000 feet above the sea, and sixty miles from Sydney, (the electric light at the Heads can be seen from here on a clear night,) we ran on a little further, and stopped at Faulconbridge, Sir Henry Parkes's home in the hills, where, in the verandah overlooking a long stretch of forest-clad valley and lofty upland, Lady Parkes had had breakfast prepared for us. The crisp, bracing air of the mountains had given us all a good appetite.

After this we walked with Sir Henry all down what he called his garden glen—a series of steep terraces, which, when the trees and shrubs grow up, will be very pretty. All sorts of ferns and orchids, wild flowers and lichens, have been planted about upon the rocks and tree-stumps. After planting a couple of peach-trees, we left at ten, and went on in the train.

The hills and valleys are all covered with that delicate purple hue which gives the name to the whole range. Away to the south-east are the highlands in Camden County, sixty miles south of Sydney. To the north are the ranges in the direction of Newcastle, and nearer at hand, ten miles distant, is Mount George, 3,620 feet high (higher than Snowdon), and with a sheer straight cliff on its southern side of 2,500 feet; Mount Hay, 2,400 feet; and to the

eastward of these Mount Tomah, 3,240 feet. On these three hills, sometimes spoken of collectively as the Dromedary, the soil is of the richest kind, composed principally of disintegrated trap, now clothed with noble timber trees, the undergrowth being chiefly tree and other ferns. This is the more extraordinary, as they are surrounded in all directions by other hills of a sandstone formation, covered by scrub and a few eucalyptus—the fact being that a mass of volcanic rock has burst up through the surrounding sandstone, and decaying, left there a soil deep and fertile. Looking down on the intricate character of the different mountain ravines, which intersect with their endless labyrinth of gullies all this dividing range, we seem to understand more of the formation of Port Jackson and the other harbours with their countless bays on the coast—the only difference is that here there are trees instead of sea at the foot of the cliffs.

At Blackheath (about eighty miles from Sydney) we once more left the train, and some of us walking and others driving through the bush for a couple of miles, visited "Govett's Leap," so called from the surveyor who first discovered it, but he neither leapt nor threw himself over. It is said to be one of the deepest chasms with perpendicular cliffs in the world (beating even the Grand Cañon in the Yellowstone Park). We work our way down on to the ledge on the left-hand side, 200 feet lower than the top. After scrambling down some of us recline on the out-jutting rock and watch the strange effect produced by the waterfall some way to the right, and in quiet look forth over this wonderful place. We are perched on the edge of a vast rampart of perpendicular and flat-topped cliff of red sandstone, which stretches round on either side and hems in the head of a magnificent valley—here one mile at least wide—into which we gaze down from a height of over 2,000 feet. The various huge curves of its hill-sides, thickly covered with forest, run on till they are lost in the blue distance. Over the edge of one of the cliffs tumbles a cataract into the wooded gorge below: the strong body of water is unbroken at first as it falls over the Leap; but it is dissipated into spray and mist long before its waters can reach the bottom; for the face of the cliff in the horseshoe over which it falls goes down 800 feet sheer perpendicular, and the bottom of the valley is 1,200 feet further below that. The depth at which the water first strikes the rock from the edge is 520 feet, and to the basin at the foot of the rock it is about 600 feet, a height equal to that of St. Paul's Cathedral with the

Monument on top of it. In some places the cliffs go sheer down in precipices over 1,000 feet deep—there is one of 1,400 feet: the summit of the highest part of the rock of Gibraltar is only 1,396 feet above the sea. Woods of evergreen gum-trees—individually indistinguishable from this height, though each of them is a giant between two and three hundred feet high, and of an immemorial age—not only cover the bottom of the valley, where they come sloping up thick to the foot of the cliffs, but also all the distant landscape, which stretches away apparently interminably inland. There is no way to descend into the gorge, unless a man were lowered by rope over the rocks; and we are told that the valley has never been trodden by man, except by a few scientific explorers, who worked up it for several days from the other end, and took the heights of the cliffs and many photographs of the scenery. This is only one of the many similar valleys and ravines with which this wonderful dividing range of the Blue Mountains is seamed on all sides.

Got back in carriages to Blackheath station, and then on over Mount Victoria, about twenty miles further, to the second zigzag, by which, utilising a side valley, the railway descends to Lithgow.

We were now about ninety miles from Sydney, and at an elevation of 3,658 feet above the sea. A little further on we entered the Mount Clarence tunnel, about a third of a mile long, cut through the rock. From this point there is a deep descent for nearly two miles, in which distance we went down 300 feet and came to the first reversing station, the gradients being 1 in 42, and the cuttings through hard rock sixty feet deep; in one place there is a viaduct of five arches, each with a span of thirty feet. The cliffs of this side valley are so high and precipitous that the surveyors who were engaged in marking out the line had to be lowered by means of ropes from the rocks above, and the contractor and his men commenced the work in a similar way.

From this point the next descent is a mile in length to the second reversing station, just 100 feet lower down. The cuttings through the rock in this part are still deeper. About midway down there was a tunnel excavated through a spur of rock, where three and a half tons of gunpowder deposited in different borings were fired simultaneously by electricity by Lady Belmore, when her husband, as Governor, came to inspect the works. On this descent there are also three viaducts. There are eighteen curves in this part of the line, and its construction cost about 25,000*l.* per mile. The fall

from the Clarence tunnel to the bottom of the zigzag is 687 feet, and the length in which this descent has been gained is five miles. We suppose that the Pacific Railway which the Canadians are now making through to British Columbia will cross the Rocky Mountains by some such means as this. This "dividing range," which runs through New South Wales north and south all the length of the eastern side of Australia, divides a narrow strip of land along the sea-shore from the huge plains of the interior, and was long considered an insuperable obstacle to the progress of the colony. The first settlers were confined to the comparatively narrow strip of land between the hills and the sea-coast, and no passage even on foot was found over these rugged heights till 1813.

About a mile beyond the foot of the zigzag down the Lithgow valley is the town of that name. The place is fast becoming one of the most thriving mining and industrial districts in the colony: there are four collieries in active operation, copper-smelting works, tweed manufactories, as well as iron-works with their blast furnaces, steam hammers and rollers and other machinery. It is clear that the New South Welshman with his industry can hold his own very well without protective duties, such as his neighbours think necessary to foster similar works on their soil. The whole district is in a thriving condition, and has been called the Sheffield of Australia.

We went over the pottery and terra-cotta works with Mr. Edward Coombes, and also all over the colliery company's ground: this has only been in operation for five years, and already 10,000 tons of iron have been produced. Jars, jugs, and ginger-beer bottles, drain-pipes of all sizes, glazed ware of all sorts and patterns, together with bricks pressed out of the dry clay rock ready for baking, were shown us in process of manufacture. The workpeople all were stalwart and brawny, with ruddy faces. After lunch in the dining-car which was here coupled on, we started at 2.30 back up the zigzag, although we could have wished to have run on to Bathurst, "the city of the plains."

The most astounding feature of these plains is their capacity to receive millions, and swallowing them up to wait open-mouthed for more. Vast and silent, fertile yet waste, field-like yet untilled, they have room for all the teeming multitudes that have poured or can pour from England. Nature has here placed hedgeless, gateless, free to all, a green field for the support of half the human race. Water for drinking is scarce, but artesian wells succeed; and with

water all is possible. Where artesian wells are frequent and irrigation general, belts of timber will become possible upon the plains, and once planted these will in their turn mitigate the extremes of climate. Cultivation itself brings rain. Some persons, however, ignoring wells, assert that the "up-country desert" or "unwatered tracts" can never be made available for agriculture; the same statements were made only a few years back of lands now bearing a prosperous population of agricultural settlers.

"Malthusianism has small chance with those who know the Australian downs, full of life, full of charm, lovely indeed but never wearisome, now great rolling uplands of enormous sweep, now boundless grassy plains; they have all the grandeur of monotony and yet continual change. Sometimes the grand distances are broken by the mountains, or rugged bluffs. Over all there is a sparkling atmosphere and rarely-failing breeze; the air is bracing even when most hot; the sky is cloudless. A solitude which no words can paint, the boundless prairie-like swell conveys an idea of vastness which is the overpowering feature of the plains."

George, Commodore Wilson, and Sir John Robertson rode for some distance on the engine, and enjoyed the fine outlook through the thin pure mountain air over the hill-tops, all covered with trees, that stretch for miles away into the distance like a huger Mount Lofty: here and there their blue surface is broken by rocky summit or red sandstone peaks that stand up. At Lawson—all the stations upon this portion of the line are named after the first explorers who penetrated these regions, Blaxland, Wentworth, and Lawson—where the engine stopped to take water, there was a man with some cured snake skins. There was no sign of any habitation near, except a new wooden hotel in course of construction. Wandering away a little distance into the woods the utter stillness was very impressive. There was no bird or creature or movement of the air to break the silence, which is said to be overwhelmingly monotonous after a time to those who come up here in the summer from Sydney. In that stillness, as you stand alone, seems to sound the echo of the command given to the forefathers of the human race when they stepped forth into a solitary world—"Crescite et multiplicamini, et ingredimini super terram, et implete eam" (Gen. ix. 7).

We reached the Redfern station at 7.30, and heard the news of poor Dean Stanley's death. The Freemasons gave a ball this evening to the Admiral and squadron, to which over 1,500 guests

were invited. We were both to have gone, but were too tired: we heard from the Governor who went that some of the dances were very pretty, and that the various Masonic costumes produced striking effects.

July 21*st*.—Off to the *Inconstant* as usual before breakfast, where we remained all day. In the afternoon the Admiral gave a dance on board, to which about 200 people came. Admiral made the signal to-day—"Squadron will sail for Auckland on Saturday, the 23rd."

July 22*nd*.—Planted a couple of trees in the Botanical Garden, close to the spot where, April 2nd, 1868, the Duke of Edinburgh did the same. Sir Patrick Jennings and Mr. Morris came to Government House and gave us each silver Exhibition medals, and a couple of albums full of photographs of the city and country round. In the forenoon, while the Admiral with the officers of the *Inconstant* were all being photographed on the quarter-deck, he was suddenly seized with a fainting fit and remained insensible for three hours. Arrangements had been made for a large ball at Government House which, as it is the last evening the squadron is expected to stay at Sydney, the Governor could not well put off. There were 1,300 people there, and besides the ball-room, hall and drawing-room, two large marquees had been thrown out into the garden and boarded in for dancing. One of these enclosed the large fountain, round which camellias and all sorts of flowers and greenery had been arranged. The gardens were also illuminated with Chinese lanterns. The band of the Permanent force played the dance music. Before the ball began the squadron in Farm Cove was serenaded by German residents in Sydney and the Liedertafel; they went off in several steam launches, in one of which they worked an electric light. There were half a dozen pieces performed by the band and a dozen choruses sung. The bluejackets cheered them repeatedly from the different ships, and sang in response several seamen's songs in ringing unison.

July 23*rd*.—Said "good-bye" to every one at Government House and went on board the *Inconstant;* the detached squadron will sail at 2 P.M. for Auckland, New Zealand, where we are to remain five days, and then on to Fiji, where we remain four days. We wonder whether the *Bacchante* will be able to rejoin the squadron at either of those places. At 1.30 P.M. the Governor came on board the flagship to say "good-bye" to the Admiral. All the four ships of the squadron had steam up and had shortened in, when at the last

moment the medical authorities forbade the Admiral to go to sea, and while he is so ill the sailing of the squadron is postponed. There are hundreds of people all along the shore waiting to see the *Inconstant*, *Tourmaline*, *Carysfort*, and *Cleopatra* go out, and also a great many boats and yachts on the water: it is a great sell for them all. Fires are kept banked in case we can get away to-morrow. H.M.S. *Emerald*, Capt. W. H. Maxwell, came into harbour this evening from among the islands; she has visited many where no Queen's ship has been for ten years; the islanders thought they had been "given up," more especially as the French are rapidly annexing in the Pacific. Three groups of islands have been absorbed this year (1881)—Tubuai and Raivavai, Tuamotu, Gambier and Rapa. Last year Tahiti and Moorea were taken. There is not now a single group in Eastern Polynesia, stretching across the Pacific from Panama to New Zealand, which has not fallen to France: that power has forestalled the opening of M. de Lesseps's canal by quietly assuming possession of all the possible harbours and coaling stations on the direct line of traffic. The trade of the whole lot with France does not amount to 200,000*l.* a year.

[The chief possession of France, however, in the Pacific is New Caledonia, which was discovered, named, and taken possession of for England by Captain Cook. Some five-and-twenty years ago the British Government was pressed to occupy the island upon a suspicion that it was coveted by France. The Colonial Office of that day replied that "No foreign nation had any idea of occupying New Caledonia, or could possibly want the island." Within six months of that reply (in 1853), under protest from Great Britain, the French flag was hoisted at Nouméa. A penal settlement was established in 1862 on the island; this (like the older French establishments at Cayenne, which have been a source of great trouble and expense to some of our West Indian colonies, especially British Guiana and Trinidad, whither frequent batches of convicts escape) has been a constant annoyance, danger, and expense to the Australian colonies ever since. Nothing was done with the island during Napoleon III.'s reign, but in 1872 thirteen hundred communists (amongst whom was M. Henri Rochefort) were shipped off here. Since then the Recidivists Law has been entered on the statute-book of France. This, as everybody knows, is a measure in view of the great increase of crime in France for transporting for life to New Caledonia, the Loyalty Isles, and the Marquesas Islands, habitual criminals—"récidivistes et malfaiteurs d'habitude," in

which terms are included all who have been twice convicted at the assizes, or four times before a magistrate, or brought before the police six times for begging; in short the whole criminal population of France. The project is to transport 60,000 to New Caledonia and 23,000 to the other islands. In the first year 5,000 will be sent at once to the Loyalty and Marquesas groups. M. Greville-Réache, who reported the Bill last year when it was first introduced in the Chamber of Deputies, frankly described the class of persons whom it would deport as steeped in vice and debauchery and every kind of crime—"hommes dangereux, perdus de vices, usés par la débauche, souillés de tous les crimes." Though banished for life ("la relégation consistera dans l'internement perpétuel des condamnés"), they were to be quite free on landing ("en résumé, le transporté à son arrivée dans la colonie sera libre"); and the object of the Bill was to relieve France from the burden of enduring their pestilent existence: "en débarrasser la patrie" was the phrase used. These criminals are to get some support from Government when they are first landed; but after that they must shift for themselves —"ils vivront comme ils pourront." As there is hardly any work in the islands for the few who may be willing to support themselves, the Bill is virtually an instruction to them to run away to Australia or starve. Thus 20,000 additional criminals are likely to be despatched to the Pacific within three years. The consequences of this are foreshadowed by a highly competent authority in Nouméa, himself long a superior functionary in the convict administration. He writes:—

"The state of disorder in the penal establishments is indescribable. There is no discipline, no safety for the criminals, who, old and young, are huddled together without supervision, no security for the free settlers. Our warders are corrupt, dishonest, immoral. They detest their employment and are insufficiently paid. It will not be less terrible for New Caledonia than for the adjacent islands. Escape is becoming easier every day. Industrious French settlers in Australia feel themselves already under the ban of suspicion that they have either escaped or been released from New Caledonia. The prisons contain more and more refugees. Ten were recently recognised in a single house of detention, and many more are undiscovered. Six hundred names on our muster-roll find no response on the island; and there are 2,000 *libérés* free to go anywhere except to France. Of course, they make for and remain in Australia—that *paradis terrestre*. What will happen when our numbers are increased

by the operation of the "Loi des Récidivistes" I cannot tell. The consequences to New Caledonia, Australia, and the Pacific Islands will be fearful."

It is impossible to add to this picture of the state of New Caledonia, drawn by the hand of one of the French officials as to what was passing under his own eyes in that already overcrowded island.

There are many parts of the year during which the prevailing winds, smooth sea, and fine weather enables a voyage to be made in an open boat from New Caledonia to Australia with comparative ease and safety. To the Australian and New Zealand colonist the presence of these hardened criminals means the insecurity of all life and property in thousands of homes scattered throughout the bush, the exchange of the peaceful freedom of country life for the constant and wearing dread of impending danger; it means a vast increase of the machinery for repressing crime, and a corresponding burden of taxation on all classes of the community. The Australian prisons now contain a very large number of Frenchmen, who have formerly been in New Caledonia. In New South Wales alone there are known besides these to be 300 French criminals who have come here with the connivance and knowledge of the French authorities. They are not escapees, so they cannot be apprehended: they have served a term of imprisonment and have received a conditional pardon, which binds them only not to return to France. The French Consul does not pretend that they are reformed. Most of them have to be incessantly watched by the police, and the burden of thus watching them is a heavy one. Gangs of French coiners and burglars are constantly being taken in Melbourne, Ballarat, and other towns. In the country they take to bushranging, in the cities they gravitate to the lairs in which outcasts herd. It is scarcely to be wondered at, therefore, that the Colonies intend to enforce combined protective measures against this immigration of criminals: a very stringent law has been passed by the colonial legislatures whereby French criminals will be tried without jury: 100*l.* fine will be levied on the captain of every ship that lands convicts (whether he knows it or not) and six months' imprisonment. If this is not found sufficient, all French ships will be absolutely excluded from Australian ports, and every Frenchman found in the colonies without a licence will become *ipso facto* an outlaw. Whether England assists them or not the Australians are determined to keep the offscourings of the French gaols out of their dominions. They have also received official notice from Lord

Derby that "Her Majesty's Government will not interfere should the Australian Legislatures combine in a well-considered measure to protect themselves against the landing of criminals." In other words, the Colonial Office has at last recognised that the feeling of our colonists is no longer to be despised, and that the Imperial policy cannot be based wholly on the desire to spare French "susceptibilities." This question of the French criminal settlements is the greatest colonial question of the time, for besides the injuries which these hordes of ruffians work to the Australians is the annoyance and trouble they occasion in all the outlying groups of islands in the Western Pacific, thereby greatly multiplying the work of the English Navy and British High Commissioner. It is hard to secure fair treatment for the natives of the Pacific Islands from ordinary European settlers. It may be imagined what they receive from the refuse of France? To ourselves the question threatens a French war. The Australians say clearly that they will resist the importation of criminals to these seas at all costs. They resisted and defeated this country upon a precisely similar question many years ago. What they would not suffer from their own countrymen they will not suffer from strangers. And if they are driven into such a quarrel, assuredly no party in England could let them stand alone.

To the remonstrances of the British ambassador in Paris the French Ministry have coolly replied that the transport of criminals to New Caledonia, or any other French colony, is "une affaire d'ordre purement intérieur," with which no foreign power has any concern: and that the Australian colonists are unnecessarily excited, and that their objections are not sincere. But surely France cannot fail to listen to the dictates of common sense, economy, and self-interest, even if she is deaf to the appeals of humanity and neighbourly feeling. By temperate and earnest representations we may still hope to demonstrate to her Government the extent of their delusion as to the fancied success of the old English convict system, by which they are at present misled, and the nature of the trouble which they will assuredly bring upon themselves as well as others by their persistence in it. French transportation to New Caledonia is enormously costly; it promotes crime, it rears criminals, it acts in no sense as a deterrent, it impedes commerce, it inflicts grievous injury upon native races, and it outrages humanity. The Australian Governments fully appreciate the value of the friendship of France. They wish to live on terms of harmony with all men. But their

determination is justly unanimous to enforce any measures, however stringent or injurious to French mercantile relations in the Pacific, in order to prevent the possibility of convicts gaining British shores.

If these arguments, however, are of no avail, there is another alternative which, if adopted by England and France, may settle this vexed question in a manner satisfactory to both countries. Let England buy France out of the close neighbourhood to Australia, and exchange the Falkland Islands for New Caledonia on such terms as might be agreed upon. This would at once provide France with what she thinks she needs, a convenient place to send her criminals, and at the same time would relieve the Australian colonies of a great and constantly-growing nuisance (p. 307). This would be by far the best solution of the difficulty, for there are other questions of an irritating character connected with the contiguity of these French settlements which embitter the relations of France to Australasia, and amongst them is the vague and unsatisfactory position in which we stand to the New Hebrides. Forty-four years ago this group of islands was undoubtedly part of New Zealand; as is clear from the charter of 1840. Then an obscure "understanding" was arrived at between the Governments of France and England—nobody knows how or when—that we should recognise the neutrality of the New Hebrides. Some six years ago it was rumoured in Australia that France was going to annex the group. The French ambassador, when denying the truth of this report, induced the English Foreign Secretary to declare formally that Her Majesty's Government had no thought "of changing the condition of independence which the New Hebrides now enjoy." The Premier of New Zealand, Sir George Grey, was, however, warned that the New Hebrides were no longer part of the British Empire, and that England had no intention of extending a protectorate over them.

It is a significant fact, however, that when in 1877 the Western Pacific Order in Council was drawn up, establishing the High Commissioner's jurisdiction and court for dealing with British subjects all over the Pacific Islands, the New Hebrides were not mentioned. And it is still more curious that in spite of this omission the High Commissioner, without being challenged by the Colonial Office, sent Captain Bridge, R.N., to act as his Deputy-Commissioner in these islands. On May 8th, 1883, a debate in the French Chamber first revealed the fact that Frenchmen from New Caledonia had acquired concessions of property in the New

Hebrides; it was suggested that the French Government should grant to a company formed for working these concessions a charter of government similar to that obtained by the North Borneo Company from England. It was taken as assumed that France had enough power and authority over the New Hebrides to grant such a charter, and from that time till now it has not been possible to ascertain whether the "understanding" between England and France would admit of such an instrument. Then there are other irritating questions concerning the right to certain islets and guano reefs of the Raiatea group, which France and England bound themselves nearly forty years ago never to take possession of, but on which the French flag has been flying for some time. Our Government protested against this, but their remonstrance was disregarded, and the French Government replied that, while regretting the unauthorised act of a subordinate, a regard for their prestige made it difficult to withdraw; they proposed, therefore, that we should sanction their taking Raiatea, and they would bind themselves afresh to go no further. It is difficult to see why the second treaty is more likely to be respected than the first, or why we should submit to the more serious loss of prestige involved in thus abandoning the native inhabitants, whom we have bound ourselves to protect, and who strongly object to being thus annexed.

In June, 1883, Lord Normanby, as Governor of Victoria, reported that "his Government are of opinion that the annexation or protectorate of the New Hebrides and the islands lying between New Guinea and Fiji up to New Britain is essential to the future welfare of the Australian colonies, and urged immediate action." He said: "It is of vital importance to the Australasian colonies containing a British population of over three million souls, and representing the best enterprise of the mother-country, that those lands should not become possessions of a foreign power, and that such a sink of moral pollution should not be permitted to exist at the portals of our Southern Britain. With a deep feeling of this threatened wrong, and a strong sense of the lasting national misfortune that would be entailed upon us all, the various colonies have already strongly remonstrated with the Imperial authorities; and a convention comprising representatives of those colonies which is now about to assemble at Sydney will deal specially with the matter, as well as the question of federation. This will be the means, I hope, of inducing the mother-country, upon whom the duty rests of conserving the national character of this portion of the empire,

to take effectual measures in order to avert such a calamity. Whether our object be attained by annexation or by the establishment of a protectorate is not material. Our end and aim should be to prevent an occupation of the islands by foreigners, as such occupation would be a standing menace to our peaceful shores."

The Governments of New Zealand, New South Wales, Queensland, and Tasmania also strongly urged the adoption of prompt measures to avert the annexation of these Pacific Islands by France. On August 31st, 1883, Lord Derby replied, setting forth that "Her Majesty's Government are far from being satisfied that the assumption of the responsibilities which a protectorate over the New Hebrides and other islands would involve is necessary or justifiable. He saw no objection in principle to the establishment of an understanding, if we can be so fortunate as to come to one, by which both the French and English Governments shall undertake to respect the independence of these islands. Some proposal of the kind passed, but in a very vague and informal manner, between the two Governments some six years ago, but he did not think that we need have any peculiar fear of the action of French settlers in the islands, because we must remember that the French are not, in general, a great colonising people" (cp. p. 337, note).

Except to those people who are capable of believing that the world is flat, it must be perfectly obvious that the New Hebrides cannot indefinitely remain unannexed by some European nation. If there is anything more utterly foolish in our colonial policy than the cowardly habit of letting things drift it would be making "understandings" with France. We have had some experience of what that has meant in Egypt; we had an understanding about Madagascar, and we see what has come of it. The New Hebrides are now under no recognised authority. The labour traffic has led to perpetual collisions between white men and black, which there has been no authority to restrain. It was in this group that Bishop Patteson was martyred. The natives, who express fear and hatred of the French because of the way in which they have treated the natives of all the other Pacific islands they have annexed, have over and over again petitioned the Crown, through the Colonial Office, for annexation to Great Britain—in 1862, in 1868, in 1872, in 1874, 1875, 1877, and in 1882—in the hope that their islands might be made another Fiji. The European residents are almost exclusively British; fourteen Scotch Presbyterian missionaries and 150 native teachers are employed at this

time evangelising the islands; in this work 6,000*l*. of British and Australian money is annually expended. On the thirteen islands of this group are 8,000 professed Christians; all their churches have been built by British missionary enterprise; by the same agency the Scriptures have been translated, printed, and distributed in nine different languages. All the imports of the islands are British, all their exports are to British colonies. The natives are an industrious, hard-working race, depending on their farms, and growing maize, cotton, coffee, arrowroot, and spices. On some of the islands are ruins of large stone buildings, remains of a former civilisation, resembling the old communal dwellings that have been discovered in Yucatan and other parts of Central America. Their excellent and spacious harbours, their abundant supply of the best fresh water, and their proximity to the Australian colonies, would in time of war make the New Hebrides, if possessed by a hostile power, dangerous to British interests and to British commerce in the south seas. For these reasons, but chiefly because the only effectual way of suppressing the irregular labour traffic in these seas is to bring the islands themselves under British control, the Australian Governments desire that it may be done.

If the islands were taken by the French all the Protestant missionaries would be expelled, as they have invariably been elsewhere under similar circumstances; and even if France promised not to turn the convicts loose upon them, the natives would be treated as all others have been on other French islands. The motives of the Australians, the Aborigines Protection Society, and the Missionaries are probably widely different; but the three are unanimous in urging the Imperial Government to take possession of these unannexed islands, and there are many signs that the time has come for a definite settlement of the question.

The despatch which the Agents-General of New South Wales, New Zealand, Victoria, and Queensland, expressing the unanimous feeling of the four greatest Australasian colonies on this matter, presented to Lord Derby, concludes in these manly and temperate words:—"In once more urging these wishes on Her Majesty's Government the colonists have not come as suppliants for some light favour, but as Englishmen to whom their country has given a great destiny, which must be kept from harm: desiring no new territories for themselves, but asking that the Queen's subjects may enjoy the blessings of peace and order where now the law has no terrors for the evil-doer; not seeking by a clearer policy to set new

burdens on the British taxpayer, but willing themselves to bear its costs, and welcoming with gladness an invitation to be associated with the Imperial Government in a work which must assuredly be done one day, and can as certainly be best done now."]

July 24th.—On board all day. There was no music at the morning service on account of the Admiral's illness. The crowds lining the shore are if anything greater to-day than those who came yesterday expecting to see us off, but now our departure is "indefinitely postponed."

July 25th.—We remained on board all day; usual harbour routine; school in the forenoon and afternoon with Mr. Clarke, the Naval Instructor.

There was a gigs race between the *Cleopatra* and *Miranda*, which was easily won by the former, and her Plymouth-built boat held its own against one built at Sydney in which the *Mirandas* rowed.

Have just heard of the successful planting out by the New South Wales Government up country of the remnants of the Marquis de Rays's efforts at French colonisation in the Pacific. It struck this scoundrel that money might be made by starting a new colony. He accordingly in 1877 advertised land for sale at "Port Breton," in New Ireland, an island near New Caledonia chiefly remarkable for its general deficiency in food, water, and other things usually considered necessary to the support of man. The rest of the story reads like a fragment from the time of the South Sea Company or the Darien scheme. The Marquis bought some of the land on the island from a native for two bales of tobacco, a red robe, axes, and glass beads (valued at 62*l.*), formed a company under the highest religious and Legitimist auspices, there to revive the glories of old France before the Revolution, and sold about one hundred times as much land as the island contains; thereby pocketing some two hundred thousand pounds sterling. Titles of nobility and places of dignity were freely disposed of. Six joint stock companies for refining sugar and working mines undertook to develop the resources of this new French colony. The unfortunate speculators who had invested their money in the company were shipped off in 1880 in a miserably-appointed vessel, under a drunken captain, and were left on the barren island in the South Seas with a fortnight's provisions. Four other shiploads followed. Needless to say they died fast; and at length, after the most terrible sufferings, a wretched remnant were rescued by H.M.S. *Conflict* and taken to Queensland, and forty others found their way to Sydney.

"A cemetery with seventy graves" is said to be the only vestige at "Port Breton" of this attempt at French colonisation. The Marquis, though a very religious and married man, was enjoying himself in Paris with a mistress "who invented a new tooth-powder, while his victims were succumbing to hunger and disease." He was afterwards tried in Paris, and was sentenced to four years imprisonment and 120*l.* fine.

July 26th.—On board all the forenoon. Landed in the afternoon and went with a couple of our messmates to play lawn-tennis in the garden. Afterwards off to the ship by the usual officers' boat.

July 27th.—This morning Sir Arthur and Miss Kennedy arrived from Brisbane; the latter will stay on board the flagship to help to nurse the Admiral, and the former is up at Government House. At 2.30 P.M. Lady Augustus Loftus called alongside in the *Wolverine's* barge, and we joined her and crossed over to the north shore, and then landing there drove up to St. Leonard's cemetery to visit Commodore Goodenough's grave; he lies between two bluejackets who were murdered at the same time; it is a nice monument. We also saw in the same cemetery the grave of Captain Owen Stanley, the brother of the poor Dean of Westminster; he died at the age of thirty-eight, when his ship, the *Rattlesnake*, that had been employed surveying the coral reefs of the South Seas, was lying in Port Jackson. The country on this side of the harbour stretches away north and looks very pretty. Coming back to the jetty we noticed the "Royal Princes Hotel," probably the youngest in the place. We dined at Government House in the evening, and Sir Arthur Kennedy told us several anecdotes about the Chinese. He was once Governor at Hong-kong, and is now at Brisbane; he says that he and Miss Kennedy and her maid are the only Europeans he allows in his house, every one else is a Chinaman. He also spoke about the uselessness of attempting to keep out the Chinese immigration to Australia; they will come, and the only thing to be done is to deal wisely with them. [They appear, however, to meet with a cold reception wherever they go. They have lately been emigrating on an unusually large scale to New South Wales; 700 of them arriving in one steamer alone from Hong-kong, while others are reported as being on their way. This influx of the Celestials created great excitement at Sydney, and a requisition was presented to the Mayor, asking him to call a public meeting to discuss the question and devise some means of preventing the unwelcome foreigners from coming in such unreasonable numbers

to the colony, where, it is alleged, their services are not required. The Trades and Labour Council, representing the working classes, was also thrown into a state of alarm and indignation, and strongly urged action in the matter. It is believed that unless some steps are taken to check the tide of immigration not fewer than 20,000 Chinese will arrive in New South Wales during the year, who will become a burden on their fellow-countrymen already settled at Sydney. In the meantime the Premier has put himself in communication with the British authorities in China on the subject, and somebody will, it is hoped, point out to the Chinese the bad taste they display in interfering with foreign labour-markets.]

IN FARM COVE, PORT JACKSON, NEW SOUTH WALES.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
July		°	°	°	°
28	S.W. 5·6, S.E., S.W. 1·3	56	56	51	52
29	S. 3·4, S.W. to S.E. 1·3	56	56	56	53
30	Variable 1	58	58	52	55
31S.	Calm, S. 2·5	57	57	57	53
Aug.					
1	S. to S.E. 2·4, S.W. 1	57	58	58	54
2	Variable 1	58	58	63	58
3	Variable 1	58	58	55	57
4	Variable 1	57	57	54	56
5	S. W. and S. 1·2	56	57	56	53
6	Variable 1·3	57	58	54	57
7S.	Variable 1·2	57	57	65	64
8	Variable 1	56	56	69	61
9	W. Airs	56	58	64	60

July 28th.—At 8.30 A.M. the *Bacchante* came in and anchored; she left Melbourne last Monday at 6 P.M., and had her twelve hours full speed trial on the way round, and averaged fourteen knots per hour; on the trial she ran 166 knots. She anchored just inside the Heads shortly after midnight, having done the 570 miles in fifty-four hours, averaging thus a little over ten knots on the whole distance. Her long black hull looks very natural, and we can recognise many of her hands at this distance in the rigging and on the poop, but we do not know yet whether we shall rejoin her. Her rudder is all right now. She re-shipped it on the 22nd, having gone the previous day—after hoisting out her

powder and shell—into the Royal Alfred Graving Dock at Williamstown, her draught at the time being 19 feet 11 inches forward, and 22 feet 10 inches aft, with water in the five foremost watertight compartments. On the 23rd the ship went out of dock, and took in her powder and shell. A tea and a *soirée* was given to the ship's company by the temperance societies of Williamstown.

This afternoon we went by steamer sixteen miles up the Paramatta river to Paramatta. The river banks at first are rocky, but higher up they slope away and are covered with woods and trees down to the water's edge, with clearances here and there for houses or fields: we stopped at several jetties and landing-places on either side, but there were not many passengers. Ryde, with a couple of churches on the top of its hill, seemed one of the chief villages; we passed several stone-laden barges and heavy cargo boats and hoys with stores dropping down the river with the tide to Sydney. Passed the iron railway bridge, which swings open in order to let the steamer go by. No hills are visible from the water; it is a cold day with wind. We landed in a wood two and a half miles below Paramatta, because it was low water and the steamer could go no higher. Had to run up to the town in order to catch the train, passed the man harnessing the horses to the omnibus at the entrance to the town, who ought to have been at the landing-stage to meet the boat; he seemed in no hurry, however, and quietly asked if she were in. As a township it is nearly as old as Sydney: it was here that the first wheat in Australia was planted and grown: the Governor used to have a residence here, fifteen miles from Sydney: the old park is now a public recreation ground. There are several large mills in the town on the river. Left at 5.23, arrived at Sydney at 6 P.M., and caught the officers' boat off to the *Inconstant*.

July 29th.—Usual drills and school. Had dinner at twelve and at 1.30 P.M. went on shore in the officers' boat and into the town to Hudson's railway carriage manufactory, which was very interesting, more especially as there are no protection duties here in order to support such colonial enterprise. We went over all the workshops and saw the turning machinery, circular saws, and no end of fine woods, which they were also making into various articles of furniture. It is stated that this company has successfully competed with those in Victoria: and is able actually to manufacture goods and import them into Victoria at a considerable profit even after paying the heavy

protection dues levied at the frontier. The railway carriages are all constructed on the American principle. Off to the *Inconstant* afterwards.

July 30th.—Rear-Admiral the Earl of Clanwilliam, C.B., shifted his flag to the fore on promotion to Vice-Admiral. The *Wolverine* saluted the flag and her salute was returned by the *Tourmaline* instead of by the *Inconstant*, in consequence of the Admiral's illness; he is, however, getting much better. At 1 P.M. we went in Captain Hixson's steam launch, with the Staff-Commander and one or two messmates, first up Darling Harbour, which lies on the west side of the city. It is entirely surrounded with private wharfs, alongside which lie steamers and vessels of the deepest draught: there is a depth of forty feet or more of water even alongside the banks for ten miles up the Paramatta River, so there is practically no limit to the wharfage and dockyard accommodation that could be provided. The clanking of hammers, and noise of hundreds of steam-engines, the gas works, the floating dock, the black mass of shipping, all bear witness to the truth of the astonishing fact that the tonnage of the vessels that enter the port of Sydney yearly is now already in excess of that which entered the port of London when the Queen came to the throne by over 600,000 tons. The trade of the colony with the United Kingdom has more than doubled itself within the last ten years, and in addition to this it has now a colonial and foreign trade of upwards of fifteen millions a year. The value of the imports this year (1881) at the port of Sydney alone shows an increase of 25 per cent. over those of last year. Half of these were from the United Kingdom and nearly the other half from British colonies—a very small proportion were from foreign countries. The increase in the exports of this year was 12 per cent. over those of last year, though in the aggregate their value exceeded those of the imports; half of them went to the United Kingdom and nearly the other half to British colonies, a still smaller proportion of trade than in the case of imports being with foreign countries. Such is the trade of Sydney now, and since it is, moreover, the nearest point of Australia to the great continent of America, its future, when the Panama Canal is open, will be still more assured. Who could have imagined that in 1881 this port of Sydney should in the tonnage of ships entering it, exclusive of the coasting service have far surpassed the tonnage entering the port of London fifty years ago? And yet this is the fact, for against 4,482 vessels of a tonnage of 854,172 that entered the port of London in 1833 there

entered the port of Sydney in the year 1881 no less than 2,254 vessels with an aggregate tonnage of 1,456,239. This is the port of Sydney alone, the port of Newcastle has an amount of tonnage entering it almost as large. The tonnage entering and leaving the port of Liverpool in 1884 was 8,571,454 tons, and the number of vessels 21,529. The value of the trade entering and leaving the ports of London and Liverpool amounts to 400 millions of money. The Tyne, the Humber, and the Clyde may be credited with 150 millions between them: Bristol and the adjacent iron and coal ports will stand for a like sum. Of this the colonies already take more than one-third, and their ratio is rapidly increasing. The cargoes and ships of the British Mercantile Marine afloat at any one time represent 1,000 millions sterling.

[The total exports of New South Wales in 1884 were over eighteen million pounds sterling, the total imports nearly twenty-three millions. The present mainstay of Australian prosperity, as it was also for many years that of England, is the woolsack. Next to wool, of which over nine millions were exported in 1883 (and out of that six million pounds sterling worth went to Great Britain), the most important articles of export were tin, copper, and preserved meat. The imports are nearly all articles of British manufacturing industry—iron, apparel, and cotton goods—to the value of over eight millions. The yearly total of the trade of Australasia reaches 115 millions sterling (more than the whole foreign trade of Great Britain at the accession of the Queen), and in it some three million colonists are concerned: whereas in Canada, with four and a half millions of people, the trade is not quite fifty millions. While the United States buy the productions of the United Kingdom to the amount of 7*s.* per head, France 7*s.* 8*d.*, Germany 9*s.* 2*d.*, Canada and other colonies go to the extent of 3*l.* per head, but the value taken by Australia is 8*l.* 10*s.* per head; so that Australia actually consumes, in proportion to its population, a larger quantity of English manufactures than are consumed per head in Great Britain. Hence every Englishman coming out here contributes more to swell British trade than if he remained at home. The colony spends 150,000*l.* a year in bringing out emigrants. One-seventh only of the whole colony, or about the acreage of England and Wales, has yet been sold. So there is plenty of room for more.]

We next proceeded four miles higher up the river, after passing Mort and Co.'s dry dock and engineering works at Waterview Bay, to Cockatoo Island, where we landed and went over the Fitzroy

dock, into which the *Galatea* was taken for repair from February 4th to 24th, 1868. The dock is 445 feet long, and has more than 20 feet of water on the sill. We also went over the Australasian Steam Navigation Company's mail steamer *City of Sydney*, that happened to be lying there: she is of 3,400 tons burden; we went all over her saloons, large state rooms, and deck houses. There are five steamers of the same size that carry a monthly mail across the Pacific, *viâ* New Zealand and San Francisco for America and Europe. Afterwards we ran up the Paramatta River as far as the railway bridge, then turned and went down to "Middle Harbour," which is a sort of Port Jackson in miniature, and has an area of three square miles (about the size of Richmond Park); it lies just inside the Heads, and under the northern shore: the high bluff "Middle Head," which shuts it in on its southern side, when seen out at sea between the two Heads appears to bar as with a wall all further entrance; hence Captain Cook sailed by without attempting to enter Port Jackson. As we passed under it to-day a slight swell came rolling in, which caused the steam launch to wobble about a bit, until we got under the low and wooded shore of Middle Harbour. We landed at Clontarf, one of the picnicking grounds, on the east side of Middle Harbour, and saw the tree planted on the spot where the Duke of Edinburgh was shot about 3 P.M. on March 12th, 1868, at a monster picnic in aid of the funds of the Sailors' Home. There was no one about to-day: a few seats under the trees, a wooden dancing-shed or two, an open level grass plot with gum-trees and hills in the background was all. We had no time to go further up this harbour or behind the sandy spit, as we had to be on board the flagship by 5 P.M. We returned under the shore on the south side of Sydney Harbour, passing in front of many of the coves surrounded with gardens and villas of all sorts and styles, and ran down between Goat Island and Garden Island. On the latter some of the men who came out in the first convict fleet, in 1788, formed a garden, and on it a couple of the first magnates of the colony were buried: it is the largest of the islands in the harbour, and contains nine or ten acres; there is nothing on it now but an ordnance depôt. Then we steamed in front of Woolomoloo Bay back to Farm Cove and the anchorage, which we reached in the red glow of a glorious evening. H.M.S. *Miranda*, Commander Hon. E. S. Dawson, passed us going out of harbour; she is starting for the New Hebrides to inquire into the circumstances connected with the *May Queen* massacre. She will

then proceed to Noumea, the capital of New Caledonia (the French convict station), and afterwards will go to the Solomon Islands.

July 31*st*.—The Admiral is much better; Sir Arthur and Miss Kennedy came off to the flagship to morning service, which we had, as usual, on the main deck. A good many people are visiting the various ships of the squadron. We remained on board all day.

August 1*st*.—Left the *Inconstant* at 8 A.M. in the steam launch, *Nea*, with the staff commander and Lieutenant Percy Scott, and Napier, Cooper Key, and Hutchinson, from the gun-room. We picked up Lord Charles Scott, Le Marchant and Henderson, alongside the *Bacchante*, and also Mr. Bloxsome (the Governor's private secretary), Captain Nathan (A.D.C.), and Mr. Jeanneret (our hospitable host for the day) at the man-of-war stairs, and then steamed right down the harbour and across under the North Head to Manly Beach, which was so called by Captain Phillip, on account of the bold, intelligent, manly appearance of the tribe of aborigines that he met here at their headquarters. They are now only a memory and a name. The surf is breaking at the foot of the Heads, and upon the south of these we see the preparations for the new lighthouse which is to carry the electric light: although the present one is 430 feet above sea level, and in this clear, dry atmosphere—they never have fogs here—can be seen thirty miles out at sea. On the North Head is the quarantine station and a few tents on the slope for the present small-pox patients. The blue swell from the Pacific is rolling in on the right as we to-day again pass under Middle Head on the left, and then make our way up North Harbour to the pier there. It was a beautiful morning, and having landed we got into two coach waggonettes that were waiting, and drove away past the boarding and lodging houses, their inmates all agog and a-flutter, to Newport on Pittwater. The first five miles of the road out of Manly is in excellent order. We drove in a north-west direction for some distance through level bush and a heavily-wooded country; the road then ran towards the coast and opened out upon a small lagoon called "Deewhy" or long reef; here, to-day, the hull of a coasting steamer which had gone ashore was lying stranded and deserted, though she looked comparatively uninjured by the sea. The grass road skirted the shores for some little way; until rising it afterwards came out upon a fair-sized country house, from the top of the hill near which we obtained a fine outlook on the one side of the Pacific, and the round basaltic

hills which run to the bold headlands of Broken Bay, and on the other of grassy, park-like stretches of land. Seven miles from Manly we came upon Narrabeen, another lagoon three miles long and in some places over a mile broad, but not quite so much where we crossed it through the shallows. It is surrounded by bold-looking and well-wooded hills, which slope down to the water's edge: on it we saw to-day a number of wild black swan. After a three miles further drive we reached Pittwater, a long arm of Broken Bay that trends away to the south, and is eight miles long and one broad. We arrived about 11 A.M. (ten miles from Manly), and found the steamer *Pelican* waiting for us with breakfast spread on the deck, for which we were now more than ready. After getting under way we steamed down this inlet of the sea; and came out on to and crossed Broken Bay. This is one of the many bays up the coast of New South Wales, and is eighteen miles north of Port Jackson. The bold headland of Barranjuey with its lighthouse rears itself on the right; beyond that we can see plainly enough where the opening to seaward is, but which is the mouth of the Hawkesbury River it is difficult to tell, for the bay is surrounded by high hills of down and wood, that are so "broken" that the waters seem to lead off round and up into them at every point of the compass. The vessel makes for one of these openings, and under shores rising several hundred feet we pass on into another clear expanse of water; the exit from this is in turn concealed from view by fresh hills and more forest, till in one corner we suddenly swing round into another as beautiful a lake; and so it goes on, lake lying beyond lake, wooded hill rising beyond wooded hill, and bays leading off into the interior on every side. The native name for the river is Deerubbun; its total length is 330 miles. It is a continuation of the Nepean River, the same we crossed higher up in its course when we went to the Blue Mountains: it has also received the waters we saw falling over Govett's Leap, for the Grose River, flowing from the valley of the same name, carries them through a remarkable cleft near Richmond into the Nepean, and the Nepean into this Hawkesbury. We sit or stand about on the bridge amidships and look out and round on the ever-changing and yet constant loveliness of the river, which every now and then narrows between islands that seem to close in all passage ahead. One of us took the wheel and steered (as the helmsman bid) now east, now west, now south, now north. Reach after reach (the staff-commander, chart on lap, perched on the paddle-box, points them out, Mangora Creek,

Berowa Creek, and Mullet Creek) opens out, while ever and again an arm of the river winds off into the unknown on the right and on the left hand. There are very few houses or signs of any habitation visible; stacks of cut wood waiting for transport, here and there a ferry boat, or empty punt drawn in among the reeds, alone give signs that human beings have been here before us. Further on we come upon a few small homesteads and settlers' gardens on the banks: these, we hear, suffer much from the river floods which, after heavy rains, sometimes rise as much as eighty feet: as the gorges through which the river passes are very narrow their accumulation and downpour is very rapid.

The few settlers we saw are the descendants of the earliest free colonists of New South Wales. They came here in 1821 and were mostly Scotchmen; they were the first free immigrants that came to Australia, and lived by growing maize, potatoes and fruit. The place is the same now as it was sixty years ago. The stream of immigrants and enterprise has gone another way: the greater part of the banks are not approached by any road, and are accessible only by water. Small luggers from Sydney ply up and down the stream taking the produce of the settlers to market, and bringing them back flour and tea in return: in some places what was once cultivated seems to have been allowed to relapse into its wild state.

It was past three in the afternoon when we reached Wiseman's Ferry, fifty miles up the river, a village on a flat and partially cleared promontory. This is said to be about the limit up to which the salt water tide from the sea flows. While we made fast for a few minutes alongside the bank, the public schoolmaster and some other of the inhabitants of the village came on board to say how heartily glad they were to welcome us to their out-of-the-way spot; we heard the school children, marshalled on the green, singing the National Anthem, and their elders cheering lustily as we moved away. The church (old and in ruins), the school, and a few farmhouses are all the township. The electric telegraph wire from Sydney to Maitland is here carried across the river 1,000 feet above the water from bank to bank; and by this ferry the overland traffic between these two towns is now carried: and it is here that the railway, now in course of construction, that will knit Sydney up with Newcastle, and thus with Brisbane and Queensland, will run. A little further on the River Macdonald, coming from the north, joins the Hawkesbury, which up to this point from the sea is the boundary between the counties of Northumberland and Cumberland, and

hitherto has borne us chiefly northwards from Broken Bay; from Wiseman's Ferry upward however the river trends to the south, and forms the western boundary of Cumberland. After this dusk soon came on, and by the time we had had dinner on deck and had counted the leaves, great and small, of the tufts of two pine-apples, we found ourselves at Sackville Reach, where we landed. It was now nearly dark, as we drove in two waggonettes five miles through the woods and bush to Windsor, which is forty-two miles from Wiseman's Ferry (river and road). There we got into a special train at 8.30 P.M., which had been kindly ordered for us by Mr. V. Read, the traffic manager; this rattled us back over the thirty-four miles from Windsor to Sydney, by Paramatta, where the Windsor branch line joins the Blue Mountains and Bathurst line. We arrived at Redfern station at 9.35, and went with Lord Charles Scott straight to Government House, where we once more slept, after a long and (thanks to Mr. Jeanneret) a very enjoyable day.

August 2nd.—Rejoined the *Bacchante* to-day. We have been very happy and jolly on board the *Inconstant*, but are glad to be back once more in our old quarters, and among our own shipmates. At noon to-day there was the State ceremony of laying the foundation stone of the pedestal upon which is to be placed Mr. Marshall Wood's statue of the Queen, now in the Exhibition building. This is to stand in front of St. James's Church at the top of Macquarie Street, at right angles to the statue of the Prince Consort, and about fifty yards on his left hand side, at the end of Hyde Park. This is the most ancient-looking site in Sydney; the red brick, long-windowed oblong church with its spire (the first substantial place of worship erected in the city—it was built in 1805 as a court-house, but changed into a church and the spire added afterwards), with the old house on the right-hand side on which are sculptured the king's monogram "G. R.," and the old red brick buildings opposite—which served in the earlier days as the convict barracks—carry us back without any great stretch of imagination to the Georgian times, when all the three-cornered hat notables were here walking about. January 26th, "anniversary day," 1888 (seven years hence), will be the centenary of the founding of New South Wales: as we stood in this square to-day and our thoughts went back into the past, they also went forward into the future, and we wondered whether the Australasian States would be one and indivisible by that date, knit together by their railways and federated too with Great Britain, and if either of us would be

here to see. To-day is a public holiday, and Sir John Robertson, as Minister for Education, has arranged that as many schools and children as possible should be present: they have come up with free passes and special trains on the railways from all the neighbourhood: along the southern line from as far as Campbelltown, on the western line from Penrith and Richmond; all the suburban schools, from Ryde to Manly Beach and Watson's Bay are also here. The tram-cars between 10 and 11 A.M. throughout the city are also reserved by the Government for their use. The consequence was that at least as many as 20,000 children were drawn up chiefly in the square at the end of Hyde Park, where refreshments were given them when the whole thing was over. We started from Government House, with the Governor in his state coach, and drove down Bridge Street, turned to the left up Pitt Street, and then proceeded by King Street to the front of St. James's Church. The streets were all decorated with flags and banners and crammed with people, whose cheering as we passed along was one vigorous and continuous roar; there were at least 70,000 people on the line of procession; the largest crowd, we hear, that has ever assembled in Sydney. The volunteers, the fire and naval brigades, and detachments of men from all the Queen's ships in the harbour took part in the procession, which was further enlivened by several bands of music marching at regular intervals, and playing lively airs. There were tiers of seats round the stone, and here Sir Henry Parkes, Sir John Robertson, and the other ministers and most of the legislative assembly were waiting: the speeches were short, there was a good deal of singing and band playing. Eddy laid the stone with a silver trowel and ivory mallet given him to-day. He said that "we were both delighted to witness so large a concourse of our fellow-subjects, evincing such loyalty towards the throne and person of the Queen, in this the mother city and parent colony of Australia." That "when we returned to England we should carry back with us a lively remembrance of this day's spectacle; and we trusted that the rising generation, of whom we had the pleasure of beholding several thousands to-day, would ever cherish the same warmth of attachment towards the old country as we for our parts would never cease to entertain towards Australia, as we watched her development, welfare, and advance." We afterwards drove back to the House down Macquarie Street, past the Mint—(Sydney and Melbourne coined all the sovereigns that were put into circulation in Great Britain and Ireland in 1881, 1882, and 1883)—the Parliament

House and the old Sydney Infirmary. It was a grand sight and all went off well. When many of the children of the colony who to-day marched past have grown to manhood, Australia will probably contain more inhabitants than the United Kingdom did when the Queen began to reign forty-four years ago.

[The colony of New South Wales is fourth in size of the Australian colonies. Although it is equal in extent to the United Kingdom and France, or to Germany and Italy combined, it is about half the size of Queensland, and not much more than a third of the size of South Australia and Western Australia. In regard to population, however, it stands second. Victoria, which has little more than one-fourth of the area of New South Wales, has a population of nearly one million, while that of New South Wales is only 950,000. The population doubles itself every eleven years. It is increasing now at the rate of 50,000 a year; and that of Victoria at the rate of 25,000 a year; so that in 1888 the population of the two colonies will probably be equal. While there were at the last census 291 persons to every square mile of the United Kingdom, there were in New South Wales only two and a-half. Only a small portion, therefore, of the soil of New South Wales has been settled. The area under tillage in New South Wales is small, being little more than three-quarters of a million acres, against 2,250,000 in Victoria; but New South Wales possesses more sheep than any other colony (35,000,000). Queensland comes next with 11,500,000. Its revenue in 1885 was estimated at 8,695,929*l.*, or nearly double what it was five years ago; but of this amount less than 30 per cent. was raised by taxation, the rest came from investments of various sources—such as railways, sales of land, and the like. The expenditure amounted to 8,048,000*l.* A property tax of one penny in the pound on all property in excess of 300*l.* is estimated to yield 750,000*l.* a year. In 1884 the British income-tax at fivepence in the pound produced 8,068,340*l.*]

August 3rd.—General leave was given to one watch for twenty-four hours; the Admiral made signal that "on leaving, squadron will proceed to Fiji and Yokohama. New Zealand will not be visited." We shall start as soon as the Admiral's health permits, but under these new arrangements Pekin and the north of China will have to be given up, as it is now impossible we should arrive there by the beginning of October: this is the one month that we have always kept as a standby for Pekin. This afternoon there was a ten-oared cutter

race between the boys of the *Carysfort* and *Cleopatra*, won by those of the former. In the evening about seventy officers from the squadron started by special train at 7 P.M. for Wellington, 248 miles from Sydney, where to-morrow there is to be a grand kangaroo drive. They arrived at 6 A.M. after travelling through the night. After breakfast they went to Nanima and then three miles further on. We heard when they returned on the 5th that they had much enjoyed themselves with the kangaroos; there was plenty of drink and music, and no end of substantial fare.

August 5th.—We are trying to make arrangements to go to Newcastle and the northern part of the colony. We should have to go by steamer from Sydney to Newcastle—seventy-five miles—as the through line is not yet open, though round Newcastle itself, the centre of the Northumberland and Durham coal district, there are numerous railway lines. Along one of these we hoped to have gone 180 miles north to Tamworth, by Maitland and Singleton and over the Liverpool range of downs, and through some of the richest soil for wheat, vines and cotton, in the colony. It is often eighteen feet deep, and will simply bear any amount. There are also some extraordinary tin mines there; ten years ago they had not been worked at all, and already the yield from the Australian tin mines is more than half that from all the other tin mines in the world. The coal-producing area of the colony is at least 24,000 square miles (the coal-fields of Great Britain cover an area of 4,000 miles); true to its name, New South Wales is the most extensive coal-field in the southern hemisphere. Geologically the beds are older than any that have yet been worked in Europe. Immense seams are found close to abundance of iron, limestone, and fire-clay. Already over a million tons are exported to the other colonies, India, San Francisco, and the Pacific. The coal lies near the surface, and in many places crops out on the face of the hills, so that it can be cheaply worked by driving tunnels. There were fifty-three mines open in 1884, employing 6,227 men; the quantity raised in that year was nearly 3,000,000 tons, valued at 1,500,000*l.* The output in Great Britain from 3,000 collieries raised by 520,632 hands is 160,000,000 tons a year, valued at 43,000,000*l.*; it would therefore be difficult to over-estimate the proportions to which the New South Wales coal trade may develop. Between 1870 and 1883 the total increase in the British coal production was upwards of 53,000,000 tons—an increase nearly equal to three times the present production of France, fully equalling the present annual production

of Germany, thirteen times the annual production of Russia, and about eight times the production of Austria. Enormous, however, as this increase is, it has been exceeded by that which has within the same period taken place in the United States. In the latter country the quantity of coal produced in 1870 was 32,750,000 tons; and in 1882, 87,500,000 tons, an increase of about 55,000,000 tons, or over 170 per cent. There is, however, this remarkable difference between the two countries, that while the British production of coal has been largely stimulated by the growth of our export of that commodity—which increased by about 12,000,000 tons between 1870 and 1884—that of the United States has practically been caused altogether by home consumption, their total exports of coal never having exceeded about 1,000,000 tons, or less than a twenty-third part of the coal exports of the United Kingdom.

This afternoon we went with Lady Augustus to the Destitute Children's Home, out at Randwick, of which Prince Alfred laid the foundation stone. We saw 600 poor little boys and girls, who had a holiday that day. They all looked clean and tolerably healthy, but some bore marks of the affliction that comes of their parents' sins. "Iste grex quid commeruit?" (1 Chron. xxi. 17). It was founded in 1852; and is supported by the State as well as by subscriptions. The average number is 800; they are all either deserted by parents—waifs and strays found by the police—or if not abandoned by their parents, at any rate received from them as not competent to have charge of them, sometimes on the application of one of the parents themselves. They are afterwards apprenticed out to subscribers. The boarding-out system is here esteemed as by far the cheapest and best, since it gives to the children the natural conditions of home life. We went over their dormitories and schoolrooms, and saw them all drawn up with banners, and singing in the open playground at the back. Canon Stephen, the chairman, the R.C. Dean Sheridan, and other members of the committee, were there.

August 6th.—At 10.30 A.M. crossed over to North Shore and laid the foundation stone of the new nave of St. Thomas's Church. It was quite a chance that Sydney was built on the southern rather than the northern shore of Port Jackson: it was a small stream of water that was found flowing into Sydney Cove that attracted the first colonists to establish themselves on that side rather than on this. No doubt soon both will be united, and St. Leonard's, where

we are to-day, will be to Sydney what Brooklyn is to New York; a bridge across the harbour where the steam ferry now runs from Dawes Point to Blue Point (it is only 712 yards across) would join them. It is just forty years ago since the old Church of St. Thomas was opened. The day was beautifully fine, and there were between 2,000 and 3,000 people turned out, with fire brigades, bands, &c. The Bishop of Goulburn, the Dean of Sydney, and the Rev. Mr. Childe (the incumbent), with the choir in surplices, performed a short service in the open air under the trees and sang a couple of hymns, one before and one after the stone was laid. There was a collection on the new-laid stone of about 100*l.*: the trowel and mallet of ivory and carved wood and silver were very pretty. We afterwards went into the old church and saw the Goodenough window. When the new nave is completed according to plan, it will contain 1,000 people, and when the tower and spire (160 feet high) are finished, it will be a very fine church. In the afternoon we saw Mr. Fairey in his *Rob Roy* canoe.[1] A number of school children filling two steamers came off to the squadron, and serenaded each ship. In the evening we went to the amateur theatricals given at the School of Arts in aid of the Goodenough Royal Naval House. We heartily hope that a suitable building on a good site with increased accommodation will soon be forthcoming as a proper Club House and Home for the bluejackets, as Sydney is the headquarters of the Australian naval station, and there is generally some Queen's ship lying here.

[1] She was built in 1877 by Messrs. Searle and Co. at Lambeth, under the supervision of Rob Roy Macgregor; is twelve feet long, of twenty-eight-inch beam, and twelve inches in depth. She is fitted with lockers for provisions and charts, and with india-rubber air-chambers, which make her a life-boat. The canoe is built of English oak, mahogany, and cedar, is decked fore and aft, and carries a light mast and lugsail. The person sailing her sits on the flooring, and by means of an ingenious tiller arrangement steers with his foot. The little vessel sails, under favourable circumstances, at the rate of seven or eight knots an hour, and Mr. Fairey uses a single-bladed paddle to propel her, working it on one side only, and using the rudder to keep her on a straight course. A waterproof cabin, constructed to stretch on eight posts when the boat is used as a sleeping-place, is part of her equipment, and also a *Rob Roy* cuisine, which boils water in the short space of three and a half minutes. The nett weight of this little vessel, sails and fittings, is about eighty pounds. In February last she made her first voyage, which was round the iron-bound north and east coasts of Tasmania, a distance of 400 miles. On the voyage Mr. Fairey called at various places, holding Mission services, and distributing books, &c. He was the guest of an isolated family on Forester's Peninsula during three days while it was blowing too hard for his little craft, and finally he arrived at Hobart, after having experienced all kinds of weather during the voyage. Mr. Fairey intends, if circumstances permit, to make a Missionary voyage in this little boat down the Murrumbidgee and Murray rivers. She was designed as an "ocean canoe," and was exported by him for special Mission work on the coasts and rivers of Australia. The log of the canoe voyage in the open sea is published in the *Boy's Own Paper* by the Religious Tract Society.

Aug. 7th. — Usual service on the main deck, after which Admiral made signal, "I intend to sail on Wednesday." At the service after evening quarters the Rev. Mr. Shearston, Church of England Seamen's missionary, gave us a short extempore sermon.

Aug. 8th.—In the forenoon at school with Mr. Lawless again. In the afternoon some boat-racing took place, beginning with the first and second cutters of the *Cleopatra*, in which the former won by about a length; next we raced our new ten-oared cutter, built by Looke, of Balmain, in place of the one we lost off Cape Leuwin (p. 439), against the *Wolverine's*, which is also Sydney-built. Before the race the *Wolverine's* were ready to give any odds on their own boat, and backed her heavily, and as ours was a "squadron" boat against one "on the station," there was a good deal of excitement amongst the bluejackets over the race. The course was three and a half miles. We beat them easily, and our crew on returning was much cheered by the ships of the detached squadron. The *Cleopatra's* who had from the first backed our boat, manned a cutter and towed the conquerors home alongside their "chummy ship."

Aug. 9th.—At noon to-day we landed, and with several other officers drove over to Botany Bay. It is a five miles' drive to the south of the city, through the suburbs of Chippendale and Waterloo. Mr. Jeanneret took several of us on his private omnibus. We had pointed out to us the waterworks for the city in Lachlan swamp four and a half miles outside; this is 110 feet above sea-level, and beneath the soil is an immense bed of drift sand, of over 3,000 acres extent, in a basin. The greater part of the water used in the city is raised hence by steam power and forced in pipes to the reservoirs for the higher parts of the city. The lower parts of Sydney are supplied by a tunnel through which the water runs by gravitation from this point; 30,000,000 gallons weekly are pumped up thus, and another 10,000,000 and a half gallons find their way down the tunnel. In addition to these the Nepean waterworks are now in course of construction on the other side of the city, and will furnish an inexhaustible supply of water. There is a sewage farm at Botany.

We reached Bo-Bong pier about 1 P.M., and there the Hon. Thomas Holt met us with several members of the Upper and Lower Houses, and we went at once on board the steamer he had chartered to cross the bay (the waters of which cover an expanse

of over twenty square miles) to the southern shore, where about two miles inside the Heads Captain Cook, the "Columbus of the south," landed from one of the boats of the *Endeavour*, and first unfurled the British flag in Australia, April 28th, 1770. The southern head he named Sutherland Point, after a north-country seaman of his ship's company who died while the *Endeavour* was at anchor in the bay, and was the first European whose bones were laid to rest in Australian soil. Away on the north shore under Cape Banks is the column erected by the Australians to the memory of La Perouse, who sailed in here with the *Astrolabe* and *Broussole* the day after Cook arrived. He had intended to have claimed Australia for the French, but was unfortunate in arriving a day too late. When he set sail hence he was never more heard of, but perished on the coral reefs in the Pacific.

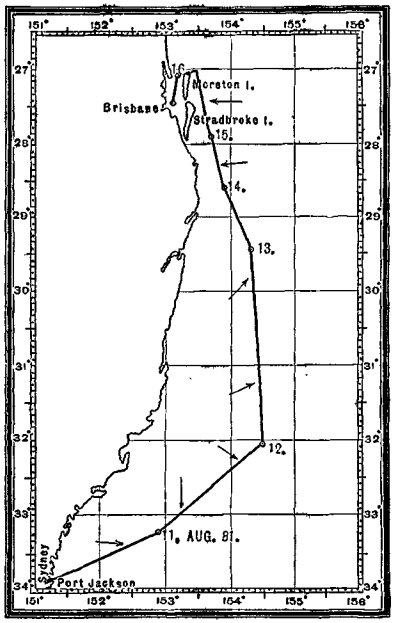
We left the pier at 1.30 P.M. in the steamer *Swansea*. The shallow waters of the bay to-day were calm and of a cobalt blue; but on the left where they deepened seaward of an olive hue, as far as the white fringe of the foam-crested breakers that were rolling in between the headlands. Away on the west a low line of brown haze marked where Sydney lay, and overhead a few thin fleecy clouds flecked the blue of the otherwise clear sky. When we drew near Point Sutherland we stopped and got into the Custom House boats, and from them we landed at the very rocks upon which Captain Cook describes himself in his Journal as having first set foot, Saturday, April 28th, 1770. Mr. Holt had given us copies of Cook's chart and extracts from his Journal written during the stay of the *Endeavour* in the bay, and so we were able to realise the scene completely, "when early in the afternoon he anchored under the south shore, about two miles within the entrance, in six fathoms of water." The whole aspect of the place to-day is just the same as it was a century ago. Beyond the rocks on to which we stepped from the boats lies the sandy beach where Cook's "men hauled up their boats, and began to dress their dinner; after which they searched for fresh water, but found none." The next day, Sunday, April 29th, Cook in the morning sent a party of men to that part of the shore where he first landed, "with orders to dig holes in the sand where the water might gather, but going ashore himself soon afterwards he found, upon a more diligent search, a small stream a little to the east of the place where the ship was anchored." The small stream, and it is but a little one, much choked with reeds, has been running undisturbed

from that day to this. We walked to it, and saw where Cook's water-casks were filled. "It was on Tuesday," he wrote, "May 1st, that the body of Sutherland, one of our seamen who died the evening before, was buried near the watering-place, and from this incident I call the south point of this bay Sutherland Point." "This day Sir Joseph Banks, Dr. Solander (the Swedish naturalist), and myself, resolved to make an excursion into the country. We found the soil to be either swamp or light sand, and the face of the country finely diversified by wood and lawn. The trees are tall and straight, without underwood, standing at such a distance from each other that the whole country (at least where the swamps do not render it incapable of cultivation) might be cultivated without cutting down one of them; between the trees the ground is covered with grass, of which there is a great abundance." Two days after they "went further up the country for some distance, and found the face of it nearly the same as that which has already been described, but the soil was much richer; for instead of sand I found a deep black mould, which I thought very fit for the production of grain of any kind. We found also interspersed some of the finest meadows in the world. Some places, however, were rocky, but these were comparatively few. The stone is sandy, and might be used with advantage for building. The next day I went myself with a party over to the north shore and made an excursion a few miles into the country [that is in the direction of Sydney, from which we have come this morning]. We found this place without wood, and somewhat resembling our moors in England; the surface of the ground, however, was covered with a thin brush of plants about as high as the knees." "Saturday, May 5th. The great quantity of plants which Mr. Banks and Dr. Solander collected induced me to give it the name of Botany Bay. During my stay in this harbour I caused the English colours to be displayed on shore every day, and the ship's name and the date of the year to be inscribed upon one of the trees near the landing-place. At daybreak, on Sunday, May 6th, we set sail from Botany Bay with a light breeze at north-west, which soon after coming to the southward, we steered along the shore north-north-east, and at noon our latitude by observation was 35° 50′ south. At the time we were two or three miles distant from the land, and abreast of a bay or harbour in the which there appeared to be a good anchorage, and which I called Port Jackson" (after his friend and patron at the Admiralty). Reading Cook's words

on the spot to-day we see that his description of the place, like that of all others which he visited, is most accurate, down to the smallest detail. The only two things which are here now but were not here then are a brass plate, with an inscription, to commemorate Cook's landing, (it was fixed fifty years ago by the Royal Society on the face of the rock a little to the east of the landing-place as the nearest available spot,) and the sandstone obelisk with its iron rails, that Mr. Holt erected on the spot in 1870. Near this we planted four trees, one of which was the Araucaria Cookii, which Cook discovered in New Caledonia. Lunch meanwhile had been spread upon the turf. A hungry dog ran off with a goose, but we chevied him up the slope and made him drop his prey. After we had drunk the health of the Queen, and Prince and Princess of Wales, we had to start home. Before this, however, we drank Mr. Holt's health, and thanked him warmly for his hospitality. We recrossed the bay in Mr. Jeanneret's steamer, the *Pacific*, to Bo-Bong pier, and then we drove back to Sydney.

Aug. 10*th.*—A beautiful day with scarcely a breath of wind. Preparing for sea all the forenoon. At noon the Governor and Lady Augustus Loftus and Miss Kennedy came on board to say "good-bye," as also did the mayor and corporation and several other people, amongst whom was Mr. Jeanneret with flowers and presents; our cabins are full of flowers, some of them exceedingly pretty. Several cases of oranges had been sent on board from Paramatta for the ship's company, which, although it is midwinter, are ripe and perfectly sweet. These have pips on the outside, at the crown, just like the "navel oranges" from Brazil—in fact it is from there that they were introduced here. One of the first shiploads of convicts that left England for New South Wales touched at Bahia on its way out round the Cape; and the old chaplain on board, Mr. Johnstone, carefully saved the pips of his oranges and brought them on with him to the new land to which he was going, and in which he had learnt, from Captain Cook's description of the shores of Botany Bay, that every sort of flower and shrub flourished luxuriantly. The old man, who had many a trouble to contend with on first arrival here, was not disappointed of this one, at all events, of his hopes, for the orange pips grew and throve, and were the progenitors of the ample orangeries that overshadow for miles the hill-sides of Paramatta, where from one good tree a hundred dozen oranges on an average are produced. At 4.30 P.M. the ships of the squadron (after a stay of twenty-seven days off the most

SYDNEY TO BRISBANE.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Aug.					S.	E.	°	°	°	°
10	...	...	...	Variable 1	...	...	58	58	59	58
11	N. 66 E.	21	69	N.E. to N.W. 1·3·2	33·13	152·58	64	64	64	63
12	N. 48 E.	104	...	N.W. 1.2, W. by S. to W. 5·7	32·3	154·29	65	64	61	61
13	N. 3 W.	158	...	W. 5·7, S.W. 4·6·3	29·25	154·19	64	69	62	64
14S.	N. 22 W.	55	...	S.W. 2·3, S.E. 1·2, S.W. 2	28 34	153·56	69	70	64	65
15	N. 15 W.	40	...	S.E. 1·2, N.E. to E. by S. 1·2	27·55	153·44	69	68	69	68
16	...	35	89	E. by N. to E.N.E. 2·4	27·3	153·17	68	64	69	55
		413	158							

Total ..... 571 miles.

beautiful city in the Queen's dominions, where it stands outstretched beside the green sea-water with its flying violet shadows) weighed in succession and proceeded out of Port Jackson in single column in line ahead, with the *Wolverine* in company. She is leading the lee line, and we are astern of her. Macquarie Point, to which we are lying closest in of any of the squadron, is one black mass of people, and the waters of the harbour are covered with all sorts of craft, small and large, under oars and under sail, bringing Sydney and up-country folk who are desirous of seeing the last of the Admiral and detached squadron. Many of the steamers accompany the ships right down to the Heads, and one or two even come outside into the swell which is rolling in, before they turn and leave us. Each steamer with its load of enthusiastic colonists as they pass the six ships of the squadron cheered and waved adieu; while all along the shores thousands of others could be seen who thus testified their goodwill to the representatives of Great Britain and their Queen.

Aug. 11*th.*—At 7.30 A.M. made plain sail on the port tack, and altered course to north-east. At 8.20 A.M. up screw. At 8.30 A.M. *Wolverine* parted company from the squadron and proceeded to New Guinea. It is a beautiful day, and the luxury of sailing along quietly once more free from all the distractions of the shore is very great: besides which the *Bacchante* is now the clipper of the squadron instead of being the "haystack"; owing to her having been so lately docked she has a cleaner bottom than any of them. We find we can give even the flagship sail: their bottoms must be very foul. Cape Moreton and Brisbane were 372 miles distant at noon.

Aug. 12*th.*—A good deal more wind to-day, and we went along eight knots the greater part of it. At 9.30 A.M. in first reefs of fore and main topsails and second reef of mizen topsail, until after evening quarters, when we shook them out. We split the fore and main top-gallant sails this morning. The squalls have had much rain in them.

Aug. 13*th.*—Not very much wind, the sea has all gone down: we are making from five to six knots all day. After evening quarters a lot of the fellows played at lawn tennis with a rope across the deck for a net; it did very well. The boxes of oranges turn out most excellent—there are three boxes to every mess of the bluejackets on the lower deck; of the three in our cabin we sent one to the men's sick bay and one to the gun-room, and when

this last was gone sent the other after it. At 5.20 P.M. sighted Mount Warning. Nearly a flat calm at night.

Aug. 14th.—Soon after midnight there was a shift of wind from the south-east to the south-west, and we braced forward on the port tack, and at 6 A.M. altered course to close the flagship, and observed land on the port beam. Service as usual on the main deck; scarcely any wind, a beautiful day, but we shall not be in by to-morrow. The young kangaroo which was given us at Sydney is very tame, and comes out in the dinner-hour and affords great fun as it goes springing along up and down the deck; he is very well and we hope he will live. There is a huge shark following us alongside to-day. After quarters and evening service the wind went round to the east-south-east, and we are now braced forward on the starboard tack.

Aug. 15th.—The flagship, *Tourmaline* and *Carysfort* spread for target practice under steam; the *Bacchante*, with the *Cleopatra*, is standing on her course under sail, as we both "expended our quarter's ammunition" at Albany. The wind is very light, and in the evening it is a dead calm. After quarters we exercised at shifting topsails, which was done in shorter time than we have ever done it before; the commander was pleased with the men. We got down the screw in the first watch, and at 11.30 P.M. proceeded under steam to close the flagship. It is getting nice and warm again; the thermometer is 69°.

Aug. 16th.—Half an hour after midnight observed Cape Moreton light, north-north-west, and at 5.30 A.M. formed single column in line ahead, and entered Moreton Bay under steam and sail, until at 11 A.M. squadron furled sails and squared yards. It is bright and sunny and we have a good look at the curious conical hills that rise like "glass houses" as we go slowly up the intricate and narrow passage that leads to the anchorage, where we arrived at 4 P.M The steamer *Kate*, with Major Moore, A.D.C., and Sir Arthur Palmer, the colonial secretary, on board, had come down from Brisbane, and at 5 P.M. the Admiral with his flag-lieutenant and secretary, and Drs. Wilson and Lynch, and the captains of the other four ships, went on board her, where we joined them to go up to Government House. Brisbane is about twenty miles up, and we arrived there about 8 P.M. There were many extemporary fireworks and bonfires on each side of the river bank all the way up: and the pier in the Botanic Gardens where we landed was very prettily decorated with Chinese lanterns, that were also hanging about on all the trees

through which we drove up to the house. A guard of honour of the 1st Queenslanders was waiting on the pier. We had dinner at nine, to which Sir Thomas McIlwraith (the Prime Minister) and Sir Arthur Palmer (the Colonial Secretary) came. The Governor and Miss Kennedy are exceedingly kind and have put themselves out so as to take us all in under their roof.

IN MORETON BAY, QUEENSLAND.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Aug.		°	°	°	°
17	Variable 1·2	64	64	71	66
18	Variable 1·2	64	66	65	63
19	Calm	66	66	68	66

Aug. 17*th.*—Large house-party at breakfast, where the Chinamen gliding about in their white loose dresses and long pigtails, cleanly, nimble, and silent, seemed to get through twice the work that ordinary European men-servants accomplish. Then mounted on horseback, and rode all through Brisbane. After passing the noble pile of the Parliament House on the left-hand side of the road just outside Government House grounds, we went along George and Queen Streets out towards the Hamilton, and then turned up to the left on to the higher ground near Eldernell. There were crowds of people in the streets who cheered vigorously. We rode up through Sir Arthur Palmer's grounds on to the race-course, and returned to town by Spring Hill. We had some very pretty views over Brisbane and the beautiful scenery surrounding it. We came back in front of the hospital, in the garden of which many of the invalids had managed to get out for the morning. Most of the houses here are surrounded with deep verandahs and stand in their own separate gardens, and many of them are built of wood.

In the afternoon the Governor held his open-air reception, instead of on Saturday as usual; and there was a large garden party, to which about four hundred people came. We had pleasant chats with several to whom we were introduced. Mr. Gregory, the explorer, was one, who with his brothers has been right across

Australia. Two of the counties in the interior of the colony are named after them "Gregory North" and "Gregory South." They told us that unexplored Australia still contains prizes for enterprising travellers. The great central-desert theory, and many other myths, have long been exploded, but an immense area of country remains practically untrodden. Mr. Christie Palmerston, a Government surveyor, has just opened up the table-lands between Herberton and the Queensland coast. He reports that this highly favoured region possesses a flora of incredible luxuriance, broad sheets of water flowing over high basaltic precipices, and the richest soil in Australia. Another gallant band of explorers, under Mr. Alexander Forrest, have lately been pushing up some of the rivers in the northern territory. The Fitzroy river was found to be navigable for 100 miles inland, and to run through rich country ranged over by thousands of emus and kangaroos. The Glenelg, another river, flows from a table-land 2,000 feet high; after crossing this and going eastward they came upon millions of acres of fertile, well-grassed country, the greater portion in undulating flats, intersected with numerous large rivers, all running north and north-west. They saw no big game, but flocks of wild turkeys, and the rivers were covered with duck and fowl. These rivers deposit large tracts of the finest alluvial soil, much of it in the south of Queensland fit for yielding all the fruits and cereals grown in temperate climates, and that in the centre and the north for most tropical products. Queensland is encouraging settlement of the interior, by making the land laws as liberal as any land laws can be, and by opening up railway communication between the coast and the interior. The Government are just about to make a contract for a transcontinental line to run from Brisbane right across to Port Darwin in the Gulf of Carpentaria; this line, over a thousand miles long, running through some of the finest land in the world, capable of supporting millions of human beings, is to be constructed in seven and a-half years on the land grant system, 10,000 acres being allotted to the company for every mile of railway laid down. (Sir Thomas McIlwraith was afterwards defeated on this project, for the present, but the line will be made ultimately.)

In the course of the afternoon we had some capital games at lawn tennis. We are very sorry to hear of the death to-day of Dr. Quinn, the first Roman Catholic Bishop of Queensland. He seems to have been much respected by all here. He was brother to the Bishop of Bathurst in New South Wales. We had our first

taste of bêche-de-mer (or trepang) soup at dinner to-night. These little sea-slugs, from two and a-half to six inches long, are found on the coral-reefs of the Pacific. The finest are brown, and are worth 30*l.* a ton; the second best are black, then come the red, and the poorest sort are the white, which are worth 12*l.* a ton. In China the best fetch 100*l.* a ton. They are imported in dry flakes just like turtle is in England.

Aug. 18*th.*—To-day has been proclaimed a public holiday in Brisbane; all the public offices and most of the warehouses and shops are closed, and a great many people have gone down to Moreton Bay to see the ships of the squadron. Six excursion steamers have left all well-loaded. They ran down each of the days of our stay here, and saw the men at target and torpedo practice, and their usual drills. All the ships were thrown open to them. Since the squadron has been in Australia 108 men have run out of the 1,700 it contains. The *Inconstant* lost forty-six men at Melbourne, sixteen at Sydney, and three at Brisbane, total sixty-five; the *Tourmaline* fifteen at Melbourne and five at Sydney, total twenty; the *Cleopatra* six at Melbourne, and nine at Sydney, total fifteen; the *Carysfort* seven at Melbourne, and the *Bacchante* one only at Sydney. Considering the many inducements that are open in the colonies to the bluejacket, for bettering himself, and the readiness with which he can get an engagement up country on account of his handiness and general usefulness, this was perhaps no more than we might have expected; the common labourer without any skill at all is able to earn 8*s.* a day and to enjoy his personal liberty. But that the *Bacchante* should have lost but one is a matter at any rate to be proud of, and is perhaps owing to our having shipped at Melbourne a time-expired man, whom, although he thought he was going to do wonders for himself in Australia, we found there only too glad to re-engage and return to England, and the accounts he gave to his shipmates of his own shiftless experiences may at any rate have strengthened them in the resolve to prefer present duty to vague hopes.

After breakfast there were three addresses read to us; one by the Upper and one by the Lower House of the Queensland Parliament, and another by the Mayor (Mr. Sinclair) and Aldermen of Brisbane. Sir Joshua Bell (the President of the Upper House) read the first; the Hon. H. E. King (the Speaker of the Legislative Assembly) the second. Most of the members of each House were present. After, as representatives of the people of Queensland welcoming us

"on this our first visit to the youngest of the Australian colonies, they regretted that the short stay of the squadron in these waters rendered it impossible for us to form an adequate idea of the resources of the colony; but brief as our visit is, they hoped it would create in our minds an interest in the future of Queensland; and that if we came again we should find that the colony had attained a large measure of the importance which was her inevitable destiny." We thanked them for their cordial words of greeting and good wishes. "Our present is, it is true, but a passing visit. But we assuredly hope, as does our father the Prince of Wales, that opportunities may hereafter occur both for himself and for us again to come amongst you, and to further witness the development of this very extensive and promising portion of the Queen's dominions."[1]

After they had gone we had a game of lawn tennis, and at 1 P.M. were all photographed in a group in the garden, with the Governor and the Admiral. At 3 P.M. we went out riding into the country. One of the horses we rode had once been a terrible buck-jumper, but was to-day beautifully quiet and went as jolly as possible. All the captains of the squadron had been lunching with Sir Thomas McIlwraith, so we went first to his house and up through his grounds to One Tree Hill. From the summit there was a very extensive outlook over Brisbane and its suburbs down below. On one side was the town stretching over its at present brown and bare hillsides, and the river winding away in the distance towards the bay outside, where we could distinguish the five ships of the squadron

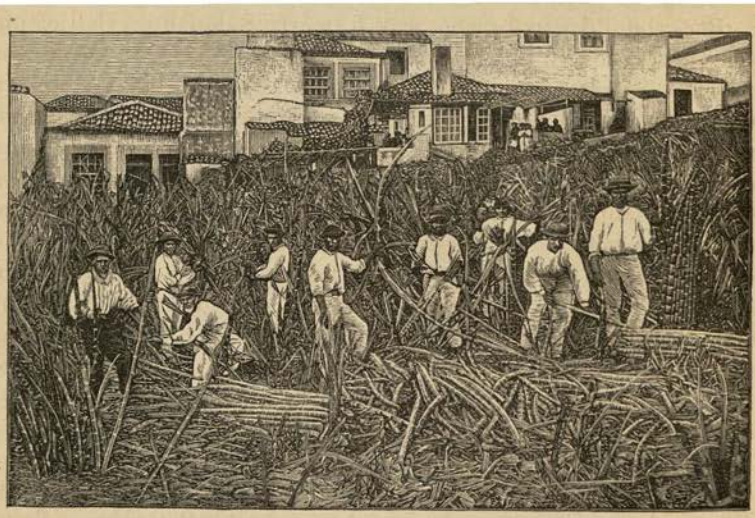
[1] The population of Queensland (a country in itself more than five times the size of Great Britain and Ireland) is 315,000, or under that of Leeds. Of these, 40 per cent. were born in Queensland, 18 per cent. in England, 5 per cent. in Scotland, and 13 per cent. in Ireland. About 7,000 emigrants enter the colony from Great Britain every year. About one-half the area of Queensland is still under forest. There are several gold-mines—the gold-bearing area is known to be 7,000 square miles: but little has been done to develop the mineral wealth of Queensland at present owing to the difficulty of communication over its vast area. The whole of the Darling Downs are one immense coal-bed, and contain an inexhaustible supply of this mineral in seams three or four feet thick, that lie close to the surface, over an area of 24,000 square miles. Iron, silver, tin, and copper, as well as precious stones, diamonds, and sapphires, are known to exist in abundance. Of the imports (in 1883), amounting to near on 6,000,000*l.* sterling, 48 per cent. were from the United Kingdom, and another 40 per cent. from New South Wales. Of the exports, the value of which was nearly 5,000,000*l.*, 41 per cent. were shipped for the United Kingdom and 53 per cent. for New South Wales. The value of imports per head of population was 20*l.* 2*s.* (In protectionist Victoria they are 21*l.* 1*s.* per head, and in New South Wales, the free-trader, they are 26*l.* 13*s.* per head.) The value of the exports per head from Queensland is 16*l.* 3*s.*; from Victoria, 18*l.* 3*s.*; from New South Wales, 20*l.* 19*s.* The total tonnage of all the ships entered in 1883 was 1,437,842 tons; of this 1,426,649 tons were British.

at anchor; and in the other direction inland as far as we could see hills were piled behind hills, all wooded and green; here and there only had they been cleared away for crops of sugar-cane and green lucerne. The Admiral was driven up by the Premier in his buggy, the first time anything on wheels has gone to the top of the hill.

In the evening the Governor held an "At Home." A supper room erected of zinc plates and wooden boarding had been thrown out in front of the porch of Government House, and the appearance of the whole place changed since the morning. The rooms were filled with beautiful flowers and looked very well. Many officers came up from the squadron, and there were about 500 people there, and a good deal of dancing. We are very sorry that we shall not be able to see anything of the interior of the country. Sir Thomas Mc'Ilwraith has proposed for us to run up by railway to Toowoomba, and we should of all things like to have gone on beyond to Roma (330 miles north-west of Brisbane) and then ridden over the Mitchell Downs by the Maranoa river. But this visit is so short that we cannot possibly manage it. To get anything like an adequate conception of this great colony (which is three times as large as France, its length from north to south is 1,300 miles, the breadth 800 miles, and the coast-line 2,550 miles), it would be necessary to have gone up the coast to Maryborough on the Mary river, and beyond to Rockhampton on the Fitzroy, a finer river still, with a territory behind, and mainly supporting it, as large as all England. The rivers of Australia increase in size the further northwards they are: as is only natural considering the fact that their volume must be dependent on the rainfall, and that that increases as you get up into the tropics. In so extensive a region portions of which (as for instance the Darling Downs) are high table-land hundreds of feet above the level of the sea, there is every variety of climate varying from tropical in the north to temperate in the south and south-west. On the downs and high table-lands the air is peculiarly bracing, and there even occasional sharp frosts are common in the winter. The Queenslanders however are exempt from the hot winds which visit the southern colonies, and the northern nights are almost always refreshingly cool. Until within the last eight or ten years the far interior of this land was a mere blank on the map and almost unknown even to adventurous explorers. Where Burke and Wills perished from starvation is now a prosperous pastoral settlement, and rival lines of coaches carry travellers in every direction—east, west, north, and

south. All this seems scarcely sufficiently appreciated in England. Here there is room for prosperous millions. Everywhere the complaint is of the dearth of labour. Notwithstanding the prevailing dislike of the hordes of Chinamen who wish to pour into the land, there is no choice between resorting to their labour or abandoning all thought of making railways, opening up the interior, and generally developing the extraordinary resources of a country so exceptionally favoured by nature. Any man with a trade, and who has brains, and is sober and industrious, who may have landed in Queensland without a shilling ought to be independent, employing workmen on his own account, and accumulating money rapidly in less than five years from the time his foot first touches the shore. For clerks it is a bad field; but for the working man, the artisan and the labourer, it is one of the best in the world. But hard work is necessary for all classes of emigrants, for money will no more drop into a man's mouth in Australia than in England. Of the land in the whole colony, which like that in each of the Australian colonies is "nationalised," that is to say has been given out and out to the people already in the colony by Great Britain, only about 2 per cent. has as yet been denationalized or sold. 1,280 acres of agricultural land can be selected on a lease for 50 years, and 20,000 acres of pastoral land for 30 years. But a great deal of the land is let in leases of 21 years, renewable for 14 more: but any land can be resumed by the State at any time at a month's notice whenever it is required for public purposes, the squatter being compensated in such cases for all money sunk by him in his holding. Thus the growth of the colony is not impeded by the vested interests of the landlords. Land is let from 5*s.* to 25*s.* the square mile. The public domain amounts to 400,000,000 acres of land, five-sixths of which, if not nine-tenths, is admirably adapted for European colonisation. It is only in the coast fringe, in the humid district lying between the sea and the mountain ranges and high table-lands, that there is the dense steaming heat of the tropics, but these constitute at the most only one-sixth part of Queensland. All the rest—more than 500,000 square miles, that is twice the extent of the German Empire—is destined to be a white man's country peopled with the overflow of population from Great Britain. The west wind there is almost as cold sometimes as the east wind is in England, and excepting among the sugar-canes there is no description of work that the white man cannot do in the open air, and yet even this in their stern determination to keep Queensland a

white man's colony they will attempt. "Queensland for the white man" is the watchword of all parties. As in Barbados the first English settlers all worked in the sugar-fields, so it is here now. But as the race there deteriorated in the tropics, so here in this particular it is probably attempting that for which it is not adapted. The sugar industry will always require a certain proportion of coolies who are necessary for the work among the canes, but with that exception white labour will prevail everywhere. White men cannot work in the canes because the dense steaming heat compels them to work naked, and the work in the shade of the canes then produces an irritation of the skin from which coolies are entirely



WHITE LABOURERS IN QUEENSLAND SUGAR-FIELDS.

free. They can be got from India under government supervision at 10*l.* per head passage money. The imported labour traffic from the Pacific of the Polynesian races has almost entirely ceased, for the climate is not suited to them. On every individual Chinaman that lands, there is now a poll-tax of 30*l.*: no more than one Chinaman may be carried in one vessel for every 50 tons of her tonnage; there is also a duty of 10*l.* per ton on rice, their chief food. But all this does not avail to keep them out. Their opponents argue that white and coloured labour cannot live together. The coloured (they say) will undersell and starve or shame the white out of exist-

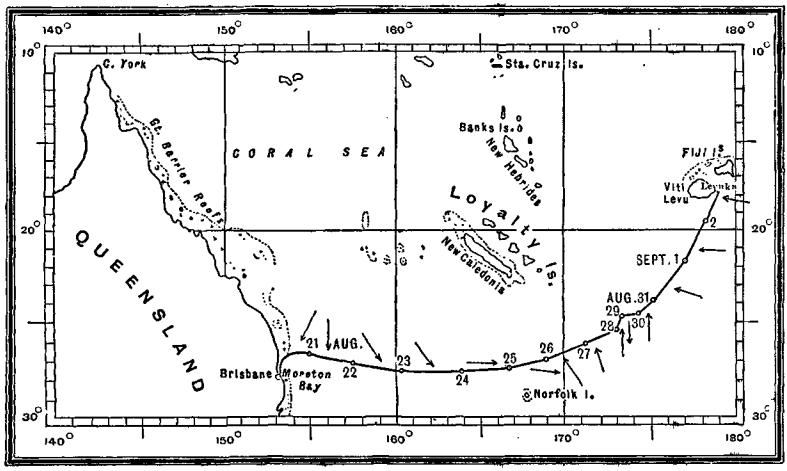
ence. Should it be deemed absolutely necessary to till a portion of northern Queensland by coolies, this party would be prepared however very reluctantly to have a limited territory clearly unadapted for European settlement delineated and to make of it a Crown colony along the north of Australia.

Aug. 19th. — Many *Bacchantes* to breakfast at Government House: we set off soon afterwards, a party of twenty or thirty of us in all, some on horseback, others in buggies, for the Ministerial Picnic at Enoggera. We started at 11.30 A.M. and got there at 1 P.M. But first we all went up to the Brisbane Grammar School. The Chief Justice, the Hon. S. W. Griffith, and the other trustees met us in the grounds: and we were introduced by Mr. Reginald H. Roe, the Principal, who was formerly Scholar of Balliol and took up this appointment on the recommendation of Dr. Jowett and Dean Stanley, to the other masters. We planted a couple of trees in the School Reserve at the top of the hill, and then went into the school buildings and saw all the class-rooms and the great hall, where all the boys were drawn up in their cadet uniform and looked uncommonly smart and intelligent. The pupils attending the girls' school in connection with this institution were also present. They cheered vigorously for the Queen, the Governor, and the Admiral. After asking for a holiday for them during the rest of the day, Eddy told them that one of the most pleasing recollections we should carry away with us of Australia, which we were leaving to-morrow, would be that of the sound of their happy voices. "We are glad to have come here to-day and to have seen you all face to face. When at Sydney we heard of those of your schoolmates who had achieved distinction in the University Examinations there, and we hope that many of your number will follow in their honourable footsteps. May all of you as members of a school second to none in Australia prove true to the discipline and education you here receive. And when we come back to Queensland, as we heartily hope we may some day, may many of you whom we see here to-day as boys be amongst those we shall then have the pleasure of meeting as men, a credit to themselves and to their school, as hereafter bearing no unworthy part as Queenslanders in the future of this great country." There was a large gathering at Enoggera. Between two and three hundred guests had been invited. Luncheon was spread in a huge tent. There was some speechifying afterwards, but it all went off bright and well. The speeches were very short and very

hearty. The Admiral seemed quite himself again, and in returning thanks for his health, and that of the officers of the squadron, which was proposed by Sir Arthur Palmer, said that this was one of the pleasantest days he had spent in Australia. The Premier gave "the Queen," and the Governor that of "the Ministry," our hosts to-day. Mr. Morehead, the Postmaster-General, made a very good speech when he gave the final toast of "the Ladies." Then we youngsters all went boating on the lake, some of us in a large flat-bottomed punt. We rode back into Brisbane by another road and came home by the suspension bridge which connects the two halves of the city, North and South Brisbane, one on either bank of the river, between them they contain a population of 35,000. The river here is about as broad as the Thames at Woolwich. It was a warm, still evening, reminding us of one in the West Indies; the cicalas were chirping and the frogs whistling just as we remember them there. In the evening the Mayor gave a fancy dress ball in the Exhibition buildings. About 1,500 people came. There were a number of uniforms and of strange dresses and gets up, some of them good. The Mayor made a fine-looking Burgomaster of the sixteenth century. There were three bands playing in succession, so the dancing did not flag.

Aug. 20*th*.—Up at 6.30 A.M. to the sound of the cocks that were crowing, and after a cup of coffee down through the Botanic Gardens to the steamer *Kate* with the Admiral, Sir Arthur and Miss Kennedy; going down the river we picked up Sir Thomas McIlwraith and Sir Arthur Palmer off their houses as we passed. Mr. Justice Harding, Mr. and Mrs. Gregory, and Mr. and Mrs. Finley (the daughter of Sir Hercules Robinson) were also on board. It was a lovely day and quite warm as we steamed down: most of the houses near the banks had some bunting flying, and looked very pretty. Right across the wharf at Lytton, the site of the last houses we shall see on Queensland soil, was an elaborate festoon of garlands and flags, with mottoes in greenery. We arrived at Moreton Bay at 11 A.M.; the *Kate* made fast alongside the flagship and we went off at once to the *Bacchante*. We were very sorry indeed to say goodbye to Sir Arthur and Miss Kennedy; they have been so very kind to us since we have been here: and besides, this is the last place we shall touch at in Australia, and during the whole quarter of the year that we have spent in Australia from the time when we landed in Albany, we have enjoyed ourselves more than at any other place since we left England: everybody has been so very

BRISBANE TO LEVUKA.



Date.	From Previous Noon.				At Noon.		Temperature.			
	Course.	Distance.		Wind.	Lat.	Long.	Sea.		Air.	
		Sail.	Steam.				Noon.	6 P.M.	Noon.	6 P.M.
Aug.					S.	E.	°	°	°	°
20	...	...	...	S.E. 2·4·1	...	...	66	66	70	67
21S.	S. 86 E.	...	77	N.E. 1·2	26·56	154·55	69	68	70	68
22	S. 83 E.	138	...	N. 2·5	27·14	157·30	69	68	70	66
23	S. 80 E.	150	...	N. to N. by E. & N. 4·7·2	27·41	160·16	68	67	67	66
24	N. 87 E.	187	...	N.W. 5·6	27·31	163·45	68	67	68	67
25	N. 88 E.	145	...	N.W. 3·4	27·25	166·28	67	67	67	67
26	N. 82 E.	136	...	S.W. 3·4	27·6	168·59	67	65	66	64
27	N. 69 E.	140	...	S.W. to S.E. 3·4	26·16	171·25	67	68	66	65
28S.	N. 66 E.	111	...	S.E. 3·4·1	25·31	173·18	68	68	65	65
29	N. 32 E.	53	...	S.E., S.W. to N.N.E.	24·46	173·49	68	68	65	65
30	N. 72 E.	33	...	N. 1·3	24·36	174·24	68	68	71	70
31	N. 74 E.	75	...	N.W. to S. 3·5·2	23·52	175·31	71	68	71	68
Sept.										
1	N. 36 E.	160	...	S.E. 3·4	21·43	177·13	72	71	74	70
2	N. 30 E.	165	...	E. by S. to E. 5	19·20	178·40	77	76	76	77
3	...	78	24	E. to E.N.E. 3·4	...	...	76	80	82	76
		1571	101							

Total distance..... 1672 miles.

kind and so very hospitable. At seven minutes after noon we weighed, and proceeded under steam at eight knots in single column in line ahead. As the Governor left the flagship we all manned yards, and the *Inconstant* saluted him with seventeen guns; the *Kate*, and two or three other steamers that had come down with members of both the Houses of Parliament and other colonists from Brisbane, accompanied us some way down the bay. We were clear of the entrance by 5 P.M. and shaped course for Fiji.

As the shores of Australia recede from our view we are conscious of very mingled feelings. We are glad that it has been our happy privilege to visit them; we are sorry they are not better known to our fellow-countrymen in Great Britain. "Abundantia diligentibus te! Fiat pax in virtute tuâ, et abundantia in turribus tuis. Propter fratres meos et proximos meos loquebar pacem de te, et quæsivi bona tibi."—Ps. cxxi. 7, 8. After England, Australia will always occupy the warmest corner of our hearts. We need scarcely say "after England," for are not both part and parcel of the same dear country? What is ours is theirs, and what is theirs is ours. As our past history is theirs, so may their future be bound up with ours from generation to generation. We are united to them not merely by the ordinary bonds of friendly intercourse which may exist between alien nations, but by the ties of kindred, by the ties of a common language and literature, by ties of common interests and common institutions, and by ties of common allegiance to one sovereign and one law. Our Australian fellow-subjects consist of the stoutest and staunchest English, Welsh, Scotch, and Irish men, who are showing at the present time an amount of energy and of activity in all branches of commerce, education, government, and everything that makes a people great, which have never before been surpassed in the whole course of English history.

> "In this great island over seas,
> Where giant-like our race renews
> Its youth, and, stretched in strenuous ease,
> Puts on once more its manhood thews—
> In this bright air and boundless blue,
> Where Britons draw a deeper breath,
> And patriot souls create anew
> The England of Elizabeth."

In the ten years between 1870 and 1880 the Australasian colonies have increased 56 per cent. in population and nearly as much in commerce, in wool production over 100 per cent., in the acreage under grain 89 per cent., in railways 270 per cent. The

revenues of these colonies have increased in the last twenty years twice as fast as their commerce or population. They have more than doubled themselves since 1870, and trebled themselves since 1860. If in England the same sum could be raised per head as in Australia, we should at present be dealing with a revenue of 245,000,000*l.*, instead of with one of 89,000,000*l.* The whole population of this island continent is still, however, under 3,000,000, that is to say, less than the number of the inhabitants of London alone. But this fact is more portentous for London than in derogation of the value of Australia; for man for man, both as regards industry, frugality, education, health, and attention to home duties, the latter has a population of the very best material, and the child of the poorest may here attain to almost any advancement if the stuff is in the child himself.[1] To face responsibility in this hemisphere at

[1] There is of course a great field for emigration in Australia, and these colonies offer splendid inducements for persons of the right sort. But people who loaf about in towns are not the people to go to the colonies. People are wanted who will work, and if they will only work they are sure to do well; but it is idle to think that people who will not work in England will work in Australia. Any skilled mechanic or any able-bodied labourer, or any domestic servant, can obtain regular employment under pleasant circumstances, at twice the wages which he now receives in England; and if he has any sort of chance and average health and is prepared to rough it, and dislikes strong drink, he rarely, if ever, fails to win in the battle of life. But the greatest danger to successful emigration comes from philanthropists who send out ne'er-do-wells and bad characters to give them a new start. Underfed and decrepit paupers, with their stunted brains and stunted frames will find themselves in a worse condition out here in conflict with new and overpowering elements of resistance, for they will be thrown entirely on their own resources, and will not even have a workhouse to fall back upon. Much vital material no doubt that would circulate sweetly and healthily under proper conditions out here is turned to rottenness amongst us in our over-populated England. On an average out of our home-population, it is said, that of every three ordinary men one takes to drinking, one idles or dies, and only one fights through. Probably barely 10 per cent. of our "unemployed" are fitted to come out; but behind them there are an industrious class of people often very partially employed to whom, whether as regards these colonies or themselves, emigration would be a real boon; of these, some thousands annually would be willing to leave if assisted and assured of work on their arrival; and to assist such to become Australian citizens would repay Great Britain and would pay the colonies. Some of the Australian colonies have offered to undertake to stand between the mother-country and the loss of a single penny if she would but encourage her surplus children to follow the flag. But up to the present time such schemes for their and our mutual benefit have not found any favour in English official circles. At present Western Australia sends out free both agriculturists and domestics. Victoria gives no assistance towards paying passage-money, but in the steerage of a steamship a man can get there for 16*l.*, and land orders are granted by the colony. New South Wales requires 6*l.* to be paid by each couple under forty years of age; 4*l.* by unmarried men under thirty; 2*l.* by women under thirty-five, and the same sum by children from three to fourteen, and agrees to pay the rest of their passage and to furnish the ship's kit. Queensland requires 8*l.* to be paid by unmarried farm labourers, and 1*l.* by domestics, and pays the rest; and has just decided to pay for the passage of 10,000 additional emigrants every year. Practically, however, more and more these colonies are excluding direct emigration, and substituting "nomination" by those residing in the colonies of relatives and friends in Great Britain. And this is only natural, since the colonists have to pay for bringing

any rate is not found to be depressing, but rather an encouraging stimulus to exertion and to duty. Well may we feel as proud of them as they are tenacious of their union with the Fatherland. May each and all, whether "at home" or here, have no higher or more well-grounded aspiration than to continue equal members of one family and one state, and, if England is to keep the place which she has hitherto held among the nations, not only in name but in reality, of one united kingdom.

August 21st.—A very fine morning and quite warm, with a slight swell and gentle breeze from the north. After morning service on the main deck, at half-past 11 A.M. made plain sail and got the screw up. Men's dinner at 1 P.M. We are not sailing so well as we did on our way up to Brisbane; the flagship is much better for the hogging she has had while lying in Moreton Bay, and so are the other ships; the *Carysfort*, however, least so; they all beat us to-day except her.

August 22nd.—Showery and squally, but were able to get the bar up for the midshipmen in the afternoon; the wind is fresh from the north, and we are running along between eight and nine knots all day. At 8 P.M. took in a reef in the topsails. There was a great deal of lightning away to the west.

August 23rd.—At 7.30 A.M. out reefs; still wet and puffy. Some albatross are following the ship, they are very rare so far north as this. The weather cleared up in the afternoon and the sun came out brightly. The next four days we sailed quietly along with fine weather; the wind being nearly aft at times. One day the *Cleo* and *Carysfort* were set to try their rates of sailing against each other, and the *Carysfort* beat easily; probably she has been more successful in the way of shifting weights and this may have altered her trim. But this was only one instance of many that show that ships are like men, and one day do far better than they can another, without any very apparent cause. On one occasion they will distinguish themselves and surpass our expectations of what they are able to do,

them out, and Great Britain pays nothing towards their going out. A colonist by paying 2*l.* has the right to have brought out free of any further expense any relation or friend whom he wishes to transplant from the old world to the antipodes. Great Britain multiplies 500,000 a year; of these, in 1882, only 50,000 (not one-tenth) swarmed off to Australia. The excess of immigrants over emigrants into New Zealand in that year was only 3,489; into Victoria, 10,880; into New South Wales, 19,317; and into Queensland, 17,043. If the Emigration Department were revived at the Colonial Office and a carefully-devised system, in entire and thorough co-operation with the colonial governments, of state-directed transport to and settlement in Australia were carried out it would probably be greatly to the benefit of Great Britain and of the colonies.

and then again a few days after, under similar circumstances, disappoint one, and do worse than was thought possible. One day it is the *Cleopatra* who is lagging behind and keeping the squadron waiting, another day it is the *Carysfort*, and another the *Tourmaline*, and on other occasions ourselves. The kangaroo is doing very well on board; he is very tame, and will follow you about like a dog. We are reading Mr. Grant's novel, *Bushlife in Queensland*, which he himself gave us at Brisbane, and we like it very much. It is full of what we were told are very faithfully drawn pictures of up-country life. Most afternoons we have either clubs, bar or games, after evening quarters, as the weather is at present beautifully cool. Thermometer 65°.

August 28th.—Had service as usual on the main deck. To-day, and the next four days, there was very little wind, and what there was very variable. The weather was fine and bright, though we made but slow progress. The sails were often flapping idly against the masts with the motion of the ship as she rose and fell to the swell. It soon also began to get warmer. On Wednesday (the 31st) we were becalmed nearly the whole of the forenoon without even steerage way, but in the afternoon, about 1 P.M., a nice little breeze sprung up from the south and south-east. As we are just entering the tropics we think we may have picked up the south-east trade, it is coming up cool and very delicious.

Sept. 1st.—A fine fresh breeze and we continue during the whole of next two days and nights to make seven or eight knots an hour though braced nearly sharp up. At 11 A.M. on Friday (the 2nd) we sighted Khandavu on the north-west, one of the southernmost of the Viti group and rarely visited by the white trader, although it is the island at which the mail steamers from Sydney to San Francisco used to call for coal. It is thirty miles long and thickly populated. A stray butterfly with large, dark, velvetty wings, six inches at least across, came off to the ship.

It is hotter and damper, and the thermometer is up to 80°. After evening quarters formed single column in line ahead. At 8 P.M. shortened sail to topsails and reduced our speed from eight to five knots.

Sept. 3rd.—At 1.15 A.M. the wind drew round from the east to the north-east. At 3 A.M. in the middle watch down screw, and at 5 A.M. commenced steaming. At 9 A.M. shortened and furled sails and proceeded in single column through the passage in the reef that lies off the island of Ovalau in front of the town of

Levuka. Over the reef there is a continual surf breaking with monotonous roar day and night; moored in sixteen fathoms at 10 A.M. off Levuka.

AT LEVUKA, FIJI.

Date.	Wind.	Temperature.			
		Sea.		Air.	
		Noon.	6 P.M.	Noon.	6 P.M.
Sept.		°	°	°	°
4S.	S.E. 1·2	80	80	80	78
5	S.E. 1·2	78	78	80	78
6	S.E. 1·2	79	78	85	79
7	S.E. 1·2	78	78	84	79
8	S.E. 1·2	78	78	81	77
9	S.E. 4·5	78	78	80	74

This island of Ovalau, forty-three square miles in area, the eighth in point of size of the Fiji group, reminds us of Madeira; it is mountainous and covered completely with lovely green, but it has no red cliffs like those by Funchal. It also resembles Dominica, but the natives have an entirely different aspect from that of negroes. Ovalau affords a rather confined site for a capital, as it consists entirely of very steep hills that rise to a height of about 3,000 feet, and are crowned with great crags of black conglomerate and rent by deep gorges densely wooded. The only available building land is a narrow strip on the edge of the sea where Levuka now stands. Although of course the lower spurs of the hills behind might gradually be covered with houses, yet there is no possibility of thus extending the town unless by expensive terracing; the place therefore appears quite unfitted as a centre for the government and rapidly increasing trade of the islands, although in years gone by the smooth water of the harbour formed by the reef was a convenient depôt for the small coasters to run to with their cargoes collected from the many small islands of the archipelago, some of the nearest of which we see off in the grey haze to the south and east. (The capital was removed from Levuka to Suva in 1882, and the Governor now resides there for nine months in the year, and at Levuka for the other three.)

There are lots of Catamaran canoes this morning moving about inside the reef. They carry great three-cornered yellow cocoa-nut mat-sails with a fringe of streamers of native cloth floating from

LEVUKA, FIJI, AT LOW WATER: LOOKING WEST.

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their edge ; each canoe is balanced by a large outrigger, a beam of wood or piece of cocoa-palm stem floating alongside and attached to the canoes by bamboo poles, seven or nine feet long. The canoes are full of great brown fellows of fine physique with their hair frizzled and made yellow by the constant use of lime, so that it stands up stiffly at least three inches high all over their heads, and at a little distance gives them the appearance in the sunlight of being surrounded by aureoles of glory. The chiefs have just been to present a whale's tooth to the Admiral. The tooth is of a brownish yellow colour about six inches long and nearly two thick ; it tapers at one end, and is suspended with two short woven dark brown cordons from either extremity, in the same way as a hunter's or postman's horn is usually drawn. In olden days the natives swam off shore with one as a sign of honour and peace to welcome a distinguished stranger. The chiefs have just been received by the Admiral on board the flagship in his cabin, and standing round in a semicircle, the first chief on the left hand took the tooth, then passed it on to the next chief, and so down all the row until the last laid it on the deck of the cabin at the Admiral's feet ; the flag-lieutenant then picked it up and presented it to the Admiral. This is the highest token of friendship and honour which they can bestow on a stranger after anchoring. The Admiral was much impressed by their manly bearing and straightforward look. They are as superior to the Melanesian islanders to the westward as the Maoris of New Zealand are to the Australian blacks ; but the Polynesians to the eastward are in some respects their superiors. On leaving his presence they were overheard remarking amongst themselves that he did not seem "bored" by them and that he had taken favourably their effort to please. As the canoe full of chiefs afterwards passed round the *Bacchante* they all saluted with their strange sounding long-drawn-out and deep cry, that resembles the roar of their native surf more than anything else, Woh woh woh !! They wanted to come on board to see the Queen's "blood and sinew," but were told an opportunity later on would be given them of seeing this ashore. They went on down the line round the whole of the five ships of the squadron ; they had never seen so many or so large warships—the largest ship that has ever been inside the reef is the *Wolverine*—the *Inconstant* and the *Bacchante* seemed giants to them. In the evening we went ashore to dine with the Governor, Mr. Des Voeux, where we met Mr. Thurston, the colonial secretary—who has resided in the islands through all their changes, and has lived to see the

old disorder give place to order, war to peace, and himself has had no small hand in it all—Captain Herbert, aide-de-camp, the Hon. Mr. Amherst, and Mr. Allandyce who has come from Rotumah, where the chiefs have little power. Rotumah is not Fijian at all, it is an island that lies 200 miles away to the north. In 1879 a deputation of chiefs from each of the two hostile factions between whom that island was divided arrived at Fiji to beg for its annexation to Great Britain, literally for the preservation of their lives. For many years a fight had been going on, and the two sides were too nearly balanced to render it likely the struggle would be ended either by force of arms or mutual agreement. The island itself is only nine miles long by two and a-half broad, it is fertile and thickly populated, and celebrated for the manufacture of matting, but a large proportion of the male adults are always absent at sea in the small craft to trade among the various islands. They resemble the Japanese and Esquimaux, and may possibly belong to the same primitive race. They are all nominal Christians.

In the Fijian islands one of the most interesting problems of government is being worked out—how, while an intelligent governing power keeps a firm hand on the helm, to interfere as little as possible with native organisation. At first it was supposed that there would be a difficulty about expenses, and that it would be impossible to preserve the native form of government through their own chiefs under an English Governor representing the Queen, as the native overlord of all the petty kings, without costing the Home Government a considerable sum of money. The success, however, that has attended the attempt surpasses the expectations of the most sanguine. The English Treasury advanced 105,000*l.* (which when the present surplus of revenue over expenditure becomes larger will soon be repaid) in order that the experiment might be carried out under the Colonial Office, and already the revenue from the islands is about 100,000*l.* per annum.

The Great Council of the Fijian clan chiefs meets in May under the presidency of the English Governor; this is really a sort of brown man's parliament, where each member can make any proposals he pleases, and all the Government proposals as regards the natives are in the first instance made to them; everything is done through the natives, and by themselves.

[The Honourable Sir Arthur Gordon, the first Governor of Fiji, and the real originator of the present system of government and taxation, in a lecture given before the Royal Colonial Institute

two years ago, gave a very full account concerning all its details : this has since been reprinted, and Mr. Des Voeux gave us a copy. The Dutchman Tasman was the first European who is recorded to have set eyes on, or, as it is generally called, discovered the Fijian archipelago, in 1643. After getting clear of the reefs, he named them Prince William's islands. Captain Cook more than 100 years later lay-to one night off Turtle Island; after him, Captain Bligh, turned adrift in the launch of the *Bounty*, sighted the group in 1789, but escaped the fate that befell many another European either from the reefs or from the teeth of the natives. In 1804 a number of convicts escaped from Botany Bay, and being possessed of fire-arms, were looked upon as demigods by the chiefs. In unrestrained gratification of the vilest passions, these twenty-seven Calibans died off in a few years; but one survived till 1840. Meanwhile the venturous trader in fitful and hazardous, though extremely profitable cruises, looked in for sandal-wood, sea-slug, and tortoiseshell for the China market; and even in 1835 a few white men had settled themselves at Levuka, wild waifs and strays from another world, as carpenters, blacksmiths, boat-builders. In 1851 the gold discoveries of California and Ballarat, with the constant drift of diggers between Melbourne and San Francisco, landed more adventurers at this halfway house. Ten years later there were 166 full-grown men in the islands who called themselves Europeans, and an impression got abroad that the British Government was going to take the islands, than which nothing could be further from the wish of the English, for they resisted so doing as long as they could. Thakombau, the hereditary chief of the island of Bau, after acquiring power over a portion of Viti Levu and some of the small islands contiguous to it, is said to have assumed in 1852 the title of Tui Viti, King of Fiji. But as regards the greater part of the cannibal archipelago his kingship was little more than nominal. He found himself moreover in a series of struggles with Maafu, a Tongan adventurer, who, by encouraging civil war among the various Fijian chiefs, was rapidly securing to himself the practical sovereignty of the whole group. Thakombau, becoming alarmed, appealed to the British Consul, who, aided by the timely arrival of a man-of-war, settled the claims of the rival potentates. In 1858 he offered to cede the islands to the Queen on condition that he should retain his rank and title of King of Viti, give up 200,000 acres of land, and satisfy the claims of the United States Government for 9,000*l.*, for damages to American

citizens. He and the leading chiefs signed the deed and sent it to England in 1859 by the hands of the British Consul, Mr. Pritchard, backed by the request of the Australians that we should take them, who pleaded that they would be a great cotton-growing country, and just then the cotton supply from the Southern States had been suspended. The cession was declined. Meanwhile confusion in the islands with the white settlers, and with a rivalry of various chiefs, grew worse confounded, until in 1871 Thakombau tried to frame a constitution for the kingdom of Fiji with an upper and a lower house. After due election the first Fijian Parliament met that year; the number of members was not to be less than twenty nor more than forty. Though manhood suffrage was the order of the day, all political power was in the hands of the whites, and the natives, who were ninety-nine out of every hundred of the entire population, were left with the merest shadow of influence. The strangest scenes took place between the ministers and the members in the hall of the Government House at Nasova, until at last, 1873, the dreary play that had failed to secure either the obedience of the white settlers or the goodwill of the Fijians, and had only resulted in an empty treasury, and in bringing all commerce and industry to a standstill, came to an end, when a brand-new constitution was once more elaborated, and there was to be but one house, partly nominated and partly elected; but so hopeless was the muddle into which things had drifted that, Commodore Goodenough being there at the close of the year, it was proposed to reopen the question of annexation to Great Britain; and the island chiefs being all assembled with Thakombau in March, 1874, made another formal offer with a number of conditions attached. In September, Sir Hercules Robinson, then Governor of New South Wales, came over to Fiji, when the king and chiefs made a formal and unconditional cession to the Queen of the sovereignty of the islands, which was assumed by Great Britain on October 10th, 1874, though the first Governor, Sir Arthur Gordon, only arrived at Levuka in H.M.S. *Pearl* on June 24th, 1875. And if the Transvaal, which was taken over by Lord Carnarvon about the same time as Fiji, has turned out to be fraught with disgrace for the English administration, it is at least so far cheering to see that here at least there has been no reversal of success. Fiji is not a colony proper—that is, a country in which the British race can be perpetuated without alteration of the type. It can never at best be anything more than a foreign

plantation like the West Indies or Ceylon. In this character it is of real value, and has a prospect of largely increased prosperity under wise and firm government: if it is only severely let alone for another half century it may become a possession that will produce coffee, sugar, and so forth, for the ever-growing Australasian market to a very respectable figure of millions.

The archipelago contains seventy or eighty inhabited islands, some of which are of considerable size: it is beset with coral reefs, and embraces altogether 254 islands and islets. It is well supplied with deep-water harbours. It is plentifully watered with many streams, the largest being the Rewa, which is navigable for boats and steamers of light draught for at least forty miles from the sea: it is near its mouth that the new capital and seat of government, Suva, is about to be erected, on an almost ideal spot for the construction of a great trading port. All the inhabitants of the islands are good sailors, and give plenty of employment to the boat-builders; all the inter-insular craft are manned by them, and they are ever wont to be afloat with their produce. The large islands are indented by bays ranging from two to thirty miles in depth, and in all (except the very smallest) there is abundance of clear, fresh water from stream or river. The total area of the whole is slightly smaller than that of the Principality of Wales. In the aggregate, they are of larger area than all the British West India Islands put together exclusive of the Bahamas.. The two largest are Viti Levu (the principal island of the group), which is about ninety miles long by sixty wide, and of an oval shape, larger than Cyprus, as large as Jamaica, twice as large as Trinidad, ten times the size of Barbados, and six times as large as Mauritius; and Vanua Levu, which is rather longer, but much narrower. The area of the largest is about equal to the five counties south of the Thames—Kent, Sussex, Surrey, Hampshire, and Berkshire; and that of the next in size is a little smaller than that of the three western counties—Cornwall, Devon, and Somerset. Viti Levu has peaks which rise to about 5,000 feet above the sea-level. Both islands are very mountainous, well wooded, and extremely fertile, the soil in the valleys being almost everywhere deep and easily worked. A few are small and low, and fringed with cocoa-nuts; others are large and bold, bare and rugged; others, again, clothed to their mountain-tops with most luxuriant foliage. Every kind of tropical culture can be carried on in them with advantage, and their climate

is for the tropics unusually healthy. Along the coast the mean temperature throughout the whole year is 80°; but in the high land in the interior it is of course much lower, and often at night so cold as to make a fire welcome. The dryness of the atmosphere and the cool breezes that prevail cause the islands to be very healthy: malarial fever, common in other tropical regions, and ague are almost unknown. The dry or winter season extends from May to September; during this the south-east trade blows with more or less constancy. In the wet season, from October to March, the winds are variable; when the north wind prevails it brings great heat and sultriness, but does not last long. January, February, and March are called the hurricane months, though years often pass without a hurricane. Often during the gales the heavy tropic rains cause floods. At the time of their cession the islands were inhabited by about 1,500 whites and 150,000 natives. These are said to be of the same stock as the original black races of India, Malaya, and Japan, which once occupied an area extending from Madagascar, all through the coasts of the Indian Ocean, right away to the most eastern parts of the Pacific. Fiji and Madagascar have names in common for the cocoa-nut, the yam, the plantain, and many other edible roots and fruits.

The group is 1,800 miles distant from Sydney, and 1,200 from Auckland in New Zealand: the French penal settlement of New Caledonia lies about 500 miles to the west, Samoa about the same distance to the north-east, and Tonga about 300 miles to the south-west. Thus the geographical position of Fiji with regard to the other groups of islands in the South Pacific is so advantageous that it may be hoped that in time it will become the grand central commercial depôt of them all. The south-eastern or windward side of the islands, which is exposed to the trade-winds which bring up rain-clouds, is covered with dense vegetation, and on the large islands with heavy virgin forests and creepers, which attract the rain even towards the interior. But on the lee side, away from the trade-wind, it is usually fine open reed and grass country, here and there dotted with screw-pines, and on that side the climate is very dry and almost arid. On the mountains, at about 2,000 feet elevation, hollies, myrtles and laurels, ferns and mosses, grow. There are many perfumed barks and woods in the islands, but the sandal wood has been so stupidly wasted by the old white traders of semi-piratical renown that it will now have to be restored by careful Government superintendence. The process will be a long one, as

the tree requires from sixty to seventy years to come to maturity. So recklessly has it been cut, that it now scarcely exists except in the interior of Viti Levu. The third largest island of the group is Taviuni, about thirty miles long; it is said to be the most beautiful of the lot, with a mountain 2,500 feet high with a lake on its summit, probably the crater of an extinct volcano. Nearly all of the islands are surrounded by barrier reefs, and, with few exceptions, they are accessible through passages usually found opposite to the most considerable valley or river. Between these reefs and the shore ships lie safely at anchor, as behind a natural breakwater.

When Sir Arthur Gordon reached the colony in June, 1875, the state of things was anything but encouraging. Measles, which had been carelessly brought back on the return of the ex-king from Sydney after the annexation, had swept away 40,000, or about one-third of the population, and left behind it gloom, distress, and discontent, for the season too had been wet and unhealthy. It was not strange that the people should have been sullen, and suspicious of the new *régime* so inauspiciously inaugurated, and look upon the disease as a scourge purposely introduced by the whites. Nevertheless, his experiment then begun of governing these islands simply in their own interest has been so far successful, that it not only redounds to the honour and credit of England in its dealings with native races, but also may well serve for a model when other groups in the Pacific are willing to adopt it, for it secures the goodwill and conserves the continuance of the native race. The aim has been to infuse British supremacy as a civilising element into the native system rather than to substitute anything else for it. Native customs, unless when they violate morality and humanity, are scrupulously respected. The Fijian people continue in possession of Fiji. Neither European diseases, though unfortunately very destructive, nor European violence and rapacity, are forcing them out of existence. The native polity has been retained, native agency has been employed, and above all things care has been taken to abstain from seeking hastily to replace native institutions by unreal and superficial imitation of European models; the latent capacities of the people for the management of their own affairs, on their own lines, have been developed as far as possible without exciting their suspicion or destroying their self-respect. The Fijian, both in manners and morals, already in many respects advanced beyond the ruder stages of social and political life, is possessed of those receptive powers which fit him for far

higher social and intellectual advancement. The people live a settled life in villages of good and comfortable huts, they respect and follow agriculture, their social and political organisation is complex, and their laws for the descent of property and their land tenures are elaborate; they already read, write, and cipher. Women are respected and hold a high social position, and in some provinces are exempt, by native custom, from agricultural labour. But in a considerable portion of Fiji the women perform the greater part of such field-work. There is a school in every village, and their chiefs exhibit capacities of thought and culture. On the whole, Sir Arthur Gordon classes them, in their present condition, with the Hovas of Madagascar, whom in many respects they much resemble. Like them, the Fijians all profess, thanks to the Wesleyan missionaries, a good deal more than a mere nominal allegiance to Christianity, and it has undoubtedly largely influenced the life and character of great masses of the population; like the Hovas, too, they have shown a gradual progress, which is of far more hopeful augury than a rapid imitativeness of unfamiliar habits.

The political unit is the village community; here, as in India, and, for the matter of that, in our own early Teutonic nation, as also in the Russian mir, the nucleus round which the first elements of society, when emerging from barbarism, naturally crystallise. Such nucleus, however, is nothing more than an aggregation of families or houses. Each family in the village (assumed to be of common lineage or descent) is the hereditary holder in common of the land, no matter the number of individuals within itself; it is the only true owner of the lands, holding them for the present and future use of the individuals composing its brotherhood, whether they be full birthright members or only strangers admitted to share in the benefits for a time, or adopted into it for good. Each gens or family has a distinct name, often the local name of the principal allotment of its land which belongs to its chief or head-man. In every one of these villages, or collection of one or more families or gentes, there is a council of elders or fathers of such houses to assist the local chief, who is taken always from one particular gens or family to which the hereditary primacy in the village belongs. Such primate is appointed by the District council. There are also various other offices which are hereditary in certain families, out of which the immediate holders are elected by the Village or district council.

In the Village councils, which meet monthly, or as often as necessary, the elders or heads of families, with their well-born head, settle as far as possible all disputes that may arise between the families of their village, direct what lands shall be cultivated for the year, and make arrangements appertaining to the tax produce: take care of the springs and wells of drinking-water for the village, see that paths are kept clear of weeds, and that shade-trees be preserved near them and no rubbish be left unburied. It is unlawful for any one to go to stool near a village, either in water or grass or bush or on the shore; the earth-closet, with which each house is supplied, is alone to be used: just in the same way as was provided for the families of Israel in the Mosaic desert regulations.

An uncertain number of villages, sometimes few and sometimes many, are grouped together and form a District, under a Buli, or district or clan-chief. These, among themselves, are ranked as of the first, second, or third class, according to the number of villages under their control. Each on the first Tuesday in every month assembles all his village chiefs or heads of families (gentes) in district council: they, as a body, appoint any one of their peers among the other village chiefs to a vacant chiefship, and may suspend them afterwards for adequate cause; they discuss and regulate all local matters, such as the keeping the villages clean and healthy, the condition of public bathing-places, the management of animals belonging to the different communities as distinguished from any that may be individual property, the keeping open and the maintenance of roads and bridges of the district, and so forth. All family disputes that the village council are unable to settle are referred to them; and all disputes between villages, or succession to lands or boundaries. They settle these, or refer the graver cases to the Provincial council, for these clan chiefs of the district are again grouped under the headship of a greater chief, the Roko Tui, of whom there are twelve. Each of these, twice a year, in January or February, and again in June or July, assembles the Bulis or clan chiefs or any other persons of importance in his province (or, as we should say, shire or county). A native stipendiary magistrate also sits in each provincial council, which generally lasts about a week. At this each Buli hands in a report of his district, and has to answer a number of questions, as to how often he has been round in the last six months to inspect the various villages under him, their condition, state of houses, gardens, and plantations; if the

births, marriages, and deaths, are duly recorded; what disease there be, or anything to disturb the peace and regular occupation of the people; the condition of the schools; and if he has held his monthly District councils. The removal of all badly situated villages is enforced by this Provincial council; all complaints or inter-tribal disputes arising from questions on customary usages and precedency are heard and disposed of, or referred to the great annual councils of Rokos under the Governor. This organisation is purely native, and has thus existed from very ancient times; it is not a brand-new paper constitution, but one that has stood very much rough wear and tear. To it has now been added a meeting annually, in May, of the Rokos with the Governor, as overlord of all, in a Great Council, which is also attended by all the native stipendiary magistrates (of which there are twelve in all), and by two Bulis or district clan chiefs from each province, who are chosen for this purpose by their brethren assembled in provincial council: thus completing the apex of the pyramid of local self-government, which is based upon the village community. Of clans or tribes there are in all about 140; of families or houses about 4,000, residing in about 1,220 villages. Politically there are thirteen provinces and three outlying highland districts, under twelve Roko Tuis (Roko Abel has two provinces under him). Four of these provinces contain over 10,000 inhabitants each, seven over 5,000, two over 4,000, and the remaining three under 2,000 each. The provinces are again subdivided into 139 clans or districts, each ruled by the hereditary Buli, and they each contain one or more of the 140 clans or tribes. At the Great Council each Roko Tui makes a detailed, careful, and accurate report of what was done at his own provincial council, and as to the state of his province during the past year. When these reports are finished, the subjects laid before the Great Council by the Governor in his opening address are next each considered; the general operation of the laws and regulations, and any suggestion as to executive and legislative measures which it is thought desirable by those assembled that the Government should alter or newly adopt. These generally show much good sense and practical capacity for affairs. This Great Council also takes cognisance of all disputes between provinces, or matters referred up to them from the provincial councils, such as questions of boundaries, and re-settlement of tribes upon their hereditary lands. The fullest and freest discussion proceeds on each question, and though often warm and animated, the greatest decorum and order prevail. Although

there are no special rules for the guidance of debate, the innate Fijian respect for ceremonial usages does not restrain any from giving his opinion, or from making known his grievance to the fullest.

The Great Council has no direct legislative power, its resolutions are mere recommendations. If the Governor approves of them, they are brought before the Native regulation Board, which is composed partly of Europeans and partly of natives; then, if these further approve, they go before the Legislative Council of the colony of the islands, and if approved by them become law. This Legislative Council consists entirely of whites, under the presidency of the Governor; six members of it are unofficial, but nominated by the Governor, and six are official—the Chief Justice, the Commissioner for Native Affairs, the Agent-general of Immigration, the Colonial Secretary, the Attorney-general and the Receiver-general. The three last form also an Executive Council with the Governor.

For practical work, as chiefs or otherwise, the native makes a careful and diligent officer; he is proud of his position among his fellows and of the confidence placed in him, yet full of self-respect and conscientiousness, and does his work with a thoroughness most praiseworthy.

The employment of natives in the administration of the government, as Rokos, is indeed a financial necessity, for no means exist for the payment of a staff of white officials equal to the duties and position, and though occasional mistakes are no doubt made by the Rokos, yet they are cheerful and willing assistants to the Government in the performance of its duties.

The District Courts for the exercise of summary police jurisdiction are held every two months, and are presided over by the native stipendiary magistrate. These courts have jurisdiction in all cases where the fine does not exceed 30 shillings or the term of imprisonment three months. There is an appeal from their decisions to the Provincial Courts. These are held quarterly; on them sit one European and at least one native stipendiary magistrate; they can inflict fines up to 20*l.* or penal labour for three years.

So far for the method of government. Next, as regards the system of taxation established by Sir Arthur Gordon.

To the ordinary sources of revenue such as customs, licences, and stamps, the natives pay comparatively little; with the exception of cloth and cutlery, of which large quantities are bought by them, they use few articles on which customs' duties are levied; they may

not consume spirits, they do not take out licences, and they have no need of stamps. The tax imposed by Thakombau's Government was an uniform poll tax of one pound per man and four shillings per woman throughout the group, but the largest sum ever obtained in any one year from a population of at that time certainly not less than 150,000 was only 6,000*l.*, and of this sum a large part was not paid by natives at all. For what happened was this; a planter would advance a native his tax, contracting with him for a year or more of service, from the wages of which the tax was to be deducted. The ordinary wages to an able-bodied man are stated to have been one shilling a week, or 2*l.* 12*s.* per annum, which, however, were paid in kind and not in coin, and generally this was only about one-fourth the man's due. Or supposing a native had got half a ton of copra to sell, which according to the prices paid by the trader to Government would be worth 6*l.*, the trader would have offered him certainly not more than 3*l.* for it, and perhaps less; and would pay this, not in coin but in cloth, knives, &c., of which he estimated the value at perhaps double the proper amount; so that the trader obtained 6*l.* worth of produce from the native for goods worth 30*s.* The native knew he was imposed upon; but as the traders agreed amongst themselves not to underbid each other, each one "working" his own district, the native had no alternative but to take what was offered or leave his produce unsold.

In many instances, therefore, the tax was simply not paid and could not be paid by the native. When this happened, the legal penalty for default was six months' imprisonment, which was spent in labour on the plantation of any white who would pay to the Government the amount of the defaulter's tax; at the end of the six months there was further labour on the plantation to wipe off the heavy costs of the lawsuits, which had been paid by the master. The history of the whole of this period is sufficiently disgraceful; numbers were torn from their homes and consigned to servitude, whole districts were well-nigh depopulated by all the male inhabitants being thus, in effect, sold away to European planters often in other and distant islands.

When the islands were taken over by the Queen this system was at once abolished, and an arrangement was substituted by which all except adult males were excused from all taxation, and the tax for men was fixed at twenty days' labour in the year, from which any one, however, could purchase exemption by money payments

of various amounts, according to the wealth or poverty of the district in which he lived. Most, nevertheless, preferred to turn out and work their three weeks for the Government. But as it was found impossible to transport the whole population for twenty days to those places where public works were being carried on, and as if public works which were not needed were invented on the spot there was a waste of labour altogether, after trial the present system was substituted, whereby since payment of a tax in money and in labour had proved impracticable, tribute was levied in kind from the village and clan. This was simply to require from all who cultivated the soil a tithe or some fixed proportion of the produce as their contribution towards the public expenditure, and it fitted in most readily with the communal system of the natives; it was adopted in 1876 unanimously in Fiji, and has in its results succeeded beyond all anticipation.

The receipts from the native taxes in 1875 under the old system of collection amounted to about 3,500*l.*; in 1876 under the new scheme to over 9,000*l.*; in 1877 to over 15,000*l.*; in 1878 to 20,888*l.*, and in 1879 to 25,552*l.*; (in 1884 to 17,734*l.*).

Besides the financial success there is the more important question of the social influence of the new law. The amount of the tax to be paid by each province (of which there are twelve) estimated in pounds sterling is annually assessed by the Legislative Council, the assessment being based as regards each province on mixed considerations as to the amount of the population, and the productiveness of the soil, and its degree of civilisation and order. Tenders are then called for by the Government as to the price at which the articles and various produce from the islands for that year will be purchased: these articles are copra, dried kernels of cocoa-nuts, cotton, cocoanut-fibre and the like, tobacco, maize, coffee. The highest tender is accepted in the case of each article. The amount of the assessment in money fixed, and the prices offered for the various articles of produce so that that sum may be raised, are then made known to the Roko Tui or native governor of each province. The apportionment of the shares to be borne by each district in the province and the choice of the articles of produce which shall be contributed by that district is made by the provincial council which consists, as previously explained, of all the chiefs of the districts under the presidency of the Roko Tui. The next stage is the apportionment of the tax of each district by the district council, which consists of the

village chiefs of the district under the presidency of the Buli; and by this body the share of each village in the district is determined. Lastly the share of produce to be contributed, or work to be done by each family in each village, is settled by the village chief aided by the elders of the village.

The mode in which the articles are raised is left to the people themselves: in some cases each village grows its own tax produce along with that which it grows for sale or domestic use, in other cases several villages combine to grow their produce in one large plantation. In every case the soil and the whole of the produce (except the tithe required) belong entirely to the people themselves.

This machinery adopts as its basis the primitive village community system as already found in full action amongst the people themselves. On it all political and social institutions in Fiji are founded; it levies moreover the local rates for schoolmasters and village police independently of the Government by a sort of voluntary assessment. The pressure of the government impost is thus more lightly felt than it would be if demanded directly from each individual, and the natives themselves are rendered, to a very large extent, active and responsible agents in the collection of revenue and thus feel that they have a share in their government. They not only cheerfully submit to our dominion, but they co-operate most usefully in our government. We have not, in assuming the government of the island, taken anything which was not ours. We have undertaken and accepted the duty of giving them a better government than they had before, at their own invitation.

But besides all this, the cultivation of articles of produce for export has been largely promoted by this means. The Fijian is by no means habitually indolent, and he is by nature passionately fond of garden culture, though he dislikes prolonged and sustained work, having hitherto no need for the unremitting and severe labour that the white man is accustomed to in a colder climate. Although there are some that are called fishing tribes, and others, carpenters or building tribes, yet all these till the ground to a greater or less extent. Few cases will be found of any one, from a boy of twelve years up to an aged man, who has not his own plot under cultivation each year, and in some places even the women have their own particular gardens. But the cultivation, though very neat and careful up to 1875,

had chiefly been that of food and articles for home use. Sugar-cane, tobacco, yams, bananas, and the paper mulberry (the bark of which is hammered into tappa or native cloth), yangona or kava, were almost universally grown by the villages in addition to root crops and plantains, but not with a view to exportation, although the dried cocoa-nut and yams in large quantities had, of course, been bartered to white traders. Of late, maize, oranges, coffee, and other plants, have been also taken in hand, while the sugar cane is being grown not merely for consumption in its raw state as formerly, but in large fields for the purposes of sugar manufacture. The mode of cultivation is primitive, and is that which has been pursued by their forefathers from time immemorial. Though it may not be the most labour-economising system, the plantations are extensive and carefully tended, yielding good and often very heavy crops. The implements of cultivation consist of an axe and knife for clearing purposes, and the universal digging-stick for turning over the soil. The latter, considering the soil and people, gives a better cultivation than the plough would, and no foreign native introduced yet into Fiji can compete with a Fijian in the effective use of the stick. Whilst each individual attends to his own plot or plots of cultivation whatever they may be, yet in the spring or planting season, they work in communities. Thus a whole village will be employed at one time in the garden of one individual. Beginning with a house or family they go through the land of every individual of that family or house, and then through those of each individual in another family or house, until the whole of the village gardens have been completely tilled. This common helping not unfrequently extends to providing the seed to be planted as well as the digging and working of the soil; all that is required of the actual owner being that he furnish a plentiful supply of good provisions for the day. Besides their individual gardens they often also have gardens in common, which may be cultivated, planted and kept in order according to their extent and object, by a whole family, or village, or district. Under the present system the area of native cultivation is rapidly increasing, for the people have already gained a juster idea of the value in white man's coin of the produce which they raise.

Thus then this measure has been successful in raising a considerable revenue, in stimulating industry and production, and in securing a fair price for his produce to the native, while it has replaced a mode of taxation perfectly odious to him by, one that falls in naturally

with all his modes and habits of thought. Everywhere the increased areas of cultivation, the enlarged villages, the good new huts, the well-kept roads, the cheerful and healthy population, present the strongest possible contrast to the aspect of the land before 1875.

While the native thus pays his tax in kind instead of in coin, the only tax that can be levied on the whites, of whom there are about 5,500 in the islands, is drawn from duties on imports, from stamps, and from other small official fees. (In 1884 the customs produced 41,166*l.*: shipping dues 7,226*l.*; licences 4,424*l.*; stamps 5,701*l.*) At the end of 1875, the revenue was 16,000*l.* only, and the expenditure over 70,000*l.*; the very next year, however, the revenue more than doubled itself, and rose to 38,000*l.*; the next year there was a further increase, and in 1878 it was 61,000*l.* In 1882 the revenue equalled the expenditure, and in 1883 considerably exceeded it, when the first amounted to 106,814*l.*, and the latter to 88,276*l.* (The estimated revenue for 1885 is 84,575*l.*, and the estimated expenditure 80,660*l.*)

Sir Arthur Gordon, in leaving Fiji for New Zealand, expressed his decided opinion "that of the sound and steady progress of the colony to a position of greatness as yet little dreamed of" he felt well assured; though his prophecy as to the annual exports of the colony ever reaching ten millions sterling may seem over-sanguine.

The exports and imports increased from 219,550*l.* in 1876 to 415,268*l.* in 1880, that is, 100 per cent. during the four years. (In 1884 they amounted to 779,866*l.*) Sixty times the amount of merchandise is imported from British possessions as from foreign countries, although most of the enterprising trading firms in Levuka are Germans. The leading article of import is machinery and hardware (160,000*l.*), next comes drapery, which is most largely consumed by the native population. They take it in the shape of sulus or cloths to wrap round their bodies, and in the shape of undershirts, which the more important natives now generally wear on their bodies above the tappa kilt, and also in the shape of skirts, jackets, and gay-coloured handkerchiefs for the women. There has been no attempt in Fiji to force the natives to adopt European costumes or give up their games, as at Tonga. The next most important article is that of such simple agricultural implements as axes, knives, &c. (The total imports in 1884 amounted to 434,522*l.*)

The exports have increased 120 per cent. from the time of annexation down to 1880. (In 1881 they amounted to 174,145*l.*, and in 1884 to nearly double that again, viz. 345,344*l.*) Sugar,

maize, fibre, fruit, pearl-shell, pea-nuts, and coffee easily find a market in Sydney, Victoria, and New Zealand. The fruit trade between Fiji and Sydney has grown up entirely since the monthly steamer began to run (from 10*l.* in 1876 to the value of over 19,710*l.* in 1884), and so has the fruit trade with New Zealand in like manner. The fruit at present exported is chiefly bananas, but the pine-apple grows in all the islands most luxuriantly, as does also the grenadilla (or passion-flower fruit). Oranges, shaddocks, lemons, and limes may be exported in any quantity. The export of sugar goes both to New Zealand, Sydney, and Melbourne. (In 1884, 8,729 tons, valued at 218,224*l.*, were shipped.)

The next most considerable of all the exports, the copra (of which in 1884, 5,643 tons, valued at 69,642*l.* were shipped) goes directly to Europe—either to Hamburg or to Falmouth. The copra is made into oil, the fibre of the rind of the cocoa-nut when thoroughly dried, either artificially or by the heat of the sun, is used for making the coir which, in the shape of door-mats, brooms, or matting, finds its way into every house and cottage in England, though at present the greater part, if not all, the Fijian coir is consumed by the markets of Australia and New Zealand. (Of cotton in 1884, 150 tons, valued at 15,399*l.*, and of molasses 4,500 gallons, valued at 7,000*l.*, were exported.)

The annexation of the islands has been therefore more than justified if the happiness and prosperity of the people and the preservation and social development of the native race was the object in view. They have been saved from deterioration, guaranteed in the possession of their tribal lands and in material comfort, and in every other respect have been advanced. Nothing could be more discouraging than the circumstances under which the system was started, and few schemes have ever been carried out under greater difficulties. The natives were doubtful and suspicious as to its effects, and many questions arose out of petty jealousies between chiefs, and between villages and the various councils, which have at times required much patience to settle. Some of the European petty traders naturally disliked the system because it put a serious check on their opportunities of making illegitimate profit out of the ignorance and necessities of the natives; but the larger traders approved, and more so year by year as they see that the market is better stocked with what they wish to buy. One chief objection made in the planter's interest is that it interferes with the supply of labour for their plantations; since, now that each village works for its own benefit,

it is no longer possible to obtain the draughts of men for labour on the plantations as was previously the case when individually the labourer had to work in order to gain the money wherewith to pay his individual tax. They also make the general objection that communism interferes with all individual liberty and individual development.

But this communal system does not either crush out or hinder individual development so much as might be expected. In Fiji, for instance, the manufacture of native cloth, the plaiting of mats, the making of crockery-ware, and other articles of domestic and household necessities, are tribal specialities, in either of which one clan excels and endeavours to bring to as high a pitch as may be attained. These home and quiet arts are confined chiefly to the women. Certain districts again are noted for particular kinds of pottery, or for the quality of particular kinds of mats, baskets, &c.; there is no dead uniformity as of machine-made and never-varying shape. The manufacture and printing of different kinds of native cloth known by their special names would indicate the tribe by which they are manufactured or the island on which they are made. Many thousands of mats are plaited every year, and the amount of native cloth prepared is enormous. No Fijian considers that he has realised the idea of a householder unless he has a supply in store on his ground more than sufficient for the every-day requirements of his family, dependents, and of wayfarers also. Besides food either housed or in the ground, he must have rolls of mats and native cloth, as well as other property in store for all contingencies, even to the shroud in which he will fold up his dead. "Plenty to eat, and plenty to give," is the *beau idéal* of a Fijian, whether chief or commoner. Furthermore, it has always been urged by the clan chiefs and Rokos, by the head-men of villages and families, that this communal system of cultivation and work conserves the industrial habits of the race, and tends to increase their wealth and comfort; comprehending as it does not only the cultivation of their food, the erection of their houses, the cutting and building and purchase of canoes and boats, the making of roads or whatever else may be for the common good, but also places within the reach of every individual, food, and a good house, no matter what his circumstances. And certainly if patriotism and civilisation mean living for the State and sinking individual and selfish objects and aims in those of the community, this communal system produces them even to the

ready and abundant outpouring of life and blood for what is believed to be the advantage of the many, far more than the more complicated political and social system of Western Europe does, at any rate at the present day. It is Altruism in practice. Still it were idle to deny that the evil effects as well as the good of Communism may be seen at work in Fiji. The opponents of the system state that it is a terrible hindrance to the industrious, and eats like a canker-worm at the roots of individual or national progress. No matter how hard a young man may be disposed to work, he cannot keep his earnings; all passes out of his hands into the common property of the clan to which all have a latent right. The system of a common interest in each other's property is clung to by the Fijians with great tenacity. They consider themselves at liberty to go and take up their abode anywhere among their friends, and remain without charge as long as they please; and the same custom entitles them to beg and borrow from each other to any extent. Boats, tools, garments, money, are all freely lent to each other if connected with the same tribe or clan. The individual Fijian invariably sinks his personality in that of his family or village, of which he always acts as part, and this traditional feeling of centuries will only slowly if ever change. His religion was that of worship of ancestors: even after death the dead Fijian's spirit was indissolubly knit up with the interests of his kith and kin, his clan and nation; communism is thus ingrained in every fibre of his mental and moral nature. The individual independence of a more advanced civilisation therefore will probably never be attained by this race. If they could be shut up from all intercourse with other races, it is possible they might gradually develop towards it. But even then the climate, the prolific soil, and the whole environment of the clans in the South Seas, where all the necessaries of life may be secured at the smallest possible cost of time and labour, so different to that which has surrounded European races in their passage from communism to individualism, would be against such growth. While if suddenly they were left unprotected, and all the defences and helps which communism now gives them were withdrawn, and such individuals as chose to break loose from the tribal arrangements were permitted or encouraged so to do, there is very little doubt that the whole people would quickly perish in the race of competition with the European trader. It would appear to be simply a choice between conserving them along with and through their native polity and customs, or letting them die out altogether.

Native magistrates of course make mistakes and are sometimes harsh: but their employment is absolutely necessary, as there is no money to pay European officials; all there are even now have very low salaries, and yet specially fit men are required who know the natives and their customs. There is no help for it, but to preserve their communism. One consideration that may help to reconcile the European to bear with it is the fact that with such a state of things no poor laws are needed. The sick, the aged, the blind, the lame, the vagrant, have always a home and food and raiment as far as they consider they need it. Poverty in the European sense of the word cannot exist: food, houses, friends, as long as they exist at all, exist for all. It has even been suggested by some socialistic enthusiasts, that Western Europe should return to the ancient commune. Some portions of the race may doubtless yet do so, just in the same way as reversions and sports to a former less-developed form are often found in animals. Such reversions are constantly found both in the mental, theological, and philosophical growth of mankind as much as in their social and political; for in physical and spiritual phenomena the same laws of nature are at work. "Under this system," we are told, "there can be no strikes, no petty trickery, no jealousy, no waste of time. Each man's individual interest is coincident with that of all. Where the labour is that of a brotherhood the toil becomes ennobled. This latest advance of Western civilisation is but a return to the earliest and noblest form of labour; the Arab, the Don Cossacks, the Maori tribes, the Fijian, are all co-operative farmers: it is the mission of the English race to apply the ancient principle to manufactures."]

At dinner, well-developed, tall, bronze-coloured, handsome Fijians did all the waiting. A white boar's tusk, curved inwards like a half moon, was worn by each as a sort of pendant in front of his tawny neck. Their dress was white kilts and short-sleeved shirts trimmed round the edge with scarlet. We hear that one ordinance that prevails here provides for a fine of 50*l.* on any one who supplies a native Fijian with spirits: even Thakombau's sons or those of any other chief would not be able to "liquor up" on their own account.

At 9 P.M. we heard the low roll of a drum just outside the verandah which was followed by the sound as of one reading in a monotonous tone of voice some general order, at the conclusion of which there was the low roll of the drum again. On asking what this was we were told it was the officer of the guard reading

prayers with his soldiers, and that morning and evening prayer is now held daily by every native household in Viti.

> "For truth embodied in a tale
> Has entered in at lowly doors:
>
> Which he may read that binds the sheaf,
> Or builds the house, or digs the grave,
> And those wild eyes that watch the wave
> In roarings round the coral reef."

At 10 P.M. rowed off to the ship, when the roaring of the reef in the otherwise utter stillness of the balmy tropic night formed a weird commentary on all we had been hearing about.

Sept. 4th.—Church as usual on the maindeck and Holy Communion.

At 3 P.M. sailed with the captain in the jolly boat right up inside the reef to where the *Cleopatra* is anchored off Nasova; landed, and walked up the jetty and across the road to Government House. This was in olden days Thakombau's palace: all natives as they pass still salute by turning their backs (as not worthy to behold it), and sinking on their heels for a moment to utter the woh! woh! woh! We went to the native afternoon service, which was held in a large hut on the green close by. To this the guards marched across the grass and into church, and were all seated on the ground at one end. The Governor, Mrs. des Vœux and children, and ourselves, sat cross-legged on mats at the other end. The white-kilted native teacher reverentially performed the service, standing and reading the prayers from a book—during which all the native congregation bowed forward with their faces to the earth. It was a quiet earnest service, of singing, prayer, and preaching, with no trace of sensationalism. Mr. Wilkinson, who was there, told us that the text and the subject of the sermon was "Our God is a consuming fire." The hymns were sung, without any accompaniment, to English tunes. The native chant, to which all the congregation monotone the Lord's Prayer, sounded more natural, as only the men of the native guard were present, and their united voices gave out a low and true-toned harmony. The words, rich, musical, and full of vowels, sound like Italian, but bolder. The smell of the dry grass mats was very nice in the cool, dark shade, while through the open doors from the bright sunlight outside groups of our own blue-jackets stood looking in with their hats off. The effect of the whole was very impressive,

"As the refulgent sunset . .
Stream'd o'er the rich ambrosial ocean isle,
And crimson-hued the stately palm woods
Whisper'd in odorous heights of even."

A little less than fifty years ago (it was in 1835) the two first Wesleyan missionaries, Cargill and Cross, from Tonga, with a native teacher of that race, landed at Lakeba, in the Windward portion of the group, the whole of the archipelago being at that time cannibal. In time other missionaries followed, bringing their wives with them to this scene of horror and death. The change for which they laboured came by slow degrees, and there is probably no chapter in the history of Christian missions more wonderful or more satisfactory than that which relates to Fiji. The eighty inhabited islands have not only renounced cannibalism, and curbed their old vicious propensities, but have also struck out anew, and have accepted the Christian faith, not merely to the extent of hymn-singing and chapel-going, but in such good earnest as to put to shame many European nations. Fifteen years ago—that is in the lifetime of half the present population—universal war prevailed, the prisoners taken were invariably eaten, dead bodies were dug up for food, and limbs cut off from living men and women were eaten in presence of their victims. Human sacrifices were constant, women bound hand and foot were laid on the ground to act as rollers for the heavy war canoe of the chief, which thus, over their writhing bodies, went floating, through heaps of mangled gore, to sea. Others were buried in act of clasping the post of the new hut for their chief, while the earth was gradually heaped over their devoted heads. This waste of human life, willingly offered for what they fancied the good of the community, and the frequency of wars, made "to get meat," and the extent to which man-eating and human sacrifices were carried, makes us wonder the islands were not altogether depopulated. At the present time there are over 1,000 Wesleyan churches in Fiji, built by the natives, and more than 2,000 schools. Every village has, and supports, its own church, teachers, and schools: all is done by native agency. Some of the best of the native ministers (there are sixty-one Wesleyan ministers in Fiji, all but eleven are natives) are in positions of considerable control. Each minister has a few lads under instruction. The devout earnestness which marks the character of these people is not due to mere emotion or excitement, but is associated with the practical virtues of charity, forbearance, and honesty. They

really love Christ, but find it hard to live Christian lives in the harmonious proportion of the European ideal. Out of every 600, 250 are Communicants. The Fijian mind is a curious psychological study, being in some respects most complicated and refined, and in others most childish. They have little regard for truth under special circumstances, but are not thievish. Now that their language has been reduced to printing they are great readers: the children can all read and write. There are over 40,000 scholars, and in all over 100,000 professed Wesleyans. The Catholic missionaries followed the Wesleyan in 1844. There are fourteen of them, and eighty native teachers for the 9,000 Catholic natives, and 1,000 children in their schools. Going back 200 years, and making every allowance for the legendary traditions of the people, there can be little doubt that the population was then ten times as numerous as it is now, although there is reason to believe that they were diminishing at the rate of 5,000 a year before the annexation. What are the causes of decrease, and are they still acting? Incessant war among the islands, and epidemics which extinguished without remnant whole communes and tribes appear to have been the chief. The epidemic of measles in 1876 swept off one-third of the whole population; since then there has been a slight annual increase in the aggregate; the excess of the birth-rate over deaths being only a little over two per thousand. This continued until 1884; but was then more than compensated for by a decrease of nearly 2,000, through a very great number of children having been carried off by an epidemic of whooping-cough. The number of marriages registered is only twelve per thousand of the population. In 1884 there were 111,743 native Fijians in the islands.

It is curious to notice that the same natural causes at work produce the very opposite effects upon the two races living side by side. The winter season, May to September, for Europeans the most healthy, shows the highest rate of mortality among the natives, and the summer or wet season, January to March, usually the most oppressive for the whites, is the most favourable to the general health of the Fijian. The warm and humid weather of these months suits him best; while the cold south and south-east winds of the winter months dispose him to colds and influenza, often epidemic.

The most hopeful feature is that the traditions of the people all point to the fact that after previous epidemics the vitality of the race has re-asserted itself, and their legends tell us of islands and towns being re-occupied and the land filled again with people. Are the

circumstances and surroundings so changed, and the new influences at work (as the declining power of the chiefs, whereby the necessity for the daily performance of a very elaborate ceremonial involving activity, industry, and cleanliness has disappeared) detrimental to the prospect of the further increase of the race? No doubt sanitary measures go here, as elsewhere, against the grain. Many of the villages, surrounded by deep ditches and stagnant water, are unhealthy; and the race is most tenacious of their ancient inheritances and of the foundations of their homesteads, many of which contain the bones of their ancestors for many generations. Still, as the general intelligence advances (and already two-thirds can read), the younger generation we hope will see things from a more rational point of view.

After coming out of the native church we went into the state hut, which the people of Fiji have erected in the centre of the green for us both. It stands on a platform built of stones, raised about three feet from the surrounding soil, and is about twenty feet long and rather more than that high. It is very heavily thatched, and the ends of the crossbeams are adorned with white shells (*Cypræa oviformis*), one of the distinctive marks of a chief. All the beams and poles inside are ornamented with twisted string or sennet in various patterns, black, white, and brown. To cover them all thus is a work of much patience, and takes a long time to do: it is only done for a very great chief.

Sept. 5th.—Usual routine all the forenoon. In the afternoon landed and went to stay at Government House for four days.

At 4 P.M. the Yangona drinking took place on the green. This is the grand native ceremony of welcome. In the centre of the upper side of the green, facing the sea, at the top of the slope, mats were spread, where sat the Governor with Thakombau on his right hand, and the Admiral on his left, all the captains from the ships, and a good many officers and ourselves in groups behind, the flanks being filled in with high Fijian chiefs. Down two sides of the open square were ranged the crowds of Fijians who had come in from a distance. These marched up in detachments with all sorts of offerings of food (or magiti), of yams, and all sorts of roots and fruit, sixteen roasted oxen, and fowls and turtles without end, which they piled in front. These last were afterwards taken on board the flagship, and given out next day to the ships of the squadron. Then Thakombau rose, and, standing (which he had never done when making an oration in his life before) in front of the Governor and Admiral, in the name of the assembled chiefs

HUT BUILT BY CHIEFS FOR "THE SONS OF THE QUEEN."

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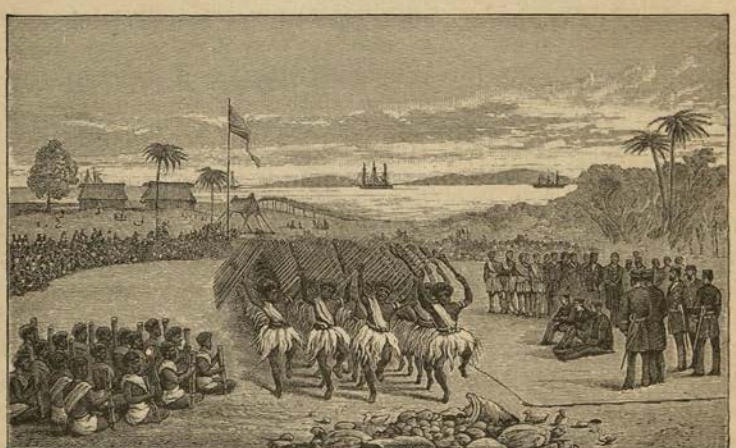
and people, formally welcomed the squadron to Fiji; he ended by presenting a magnificent whale's tooth as tabua to Eddy, and then the preparation of the Yangona began. The root of the Yangona, called Kava in all the islands to the Eastward, had on this occasion been grated and powdered before it was mixed with water in a huge dark-brown wooden bowl on four legs; after having been stirred round, and wrung out through light yellow bunches of hibiscus fibre like fine netting, it was brought to each of us in flat bowls formed of the sawn-off end of cocoa-nuts. Ratu Timoci, the burly and giant son of Thakombau, served the Yangona, and this he had never

YANGONA, OR KAVA DRINKING.

done in his life before. The Governor drank first, then Thakombau and the Admiral, and after that the captains and the other chiefs. As each drank the rest clapped their hands in time together, and shouted Vinâka! Vinâka! The proper thing to do was to empty the little flat bowl and send it spinning with a twist of the wrist across the mat in front of you to the cupbearer, who replenished it for the next. Some, however, merely sipped and passed it on to those beside them. The liquid was of a creamy yellow colour, and the taste was somewhat bitter, reminding us of chalk mixture, with a flavour of ipecacuanha. It is said to be very refreshing, and those who take it immoderately, although they temporarily lose the

steady use of their lower limbs, yet preserve their heads clear and unaffected.

After this ceremonial-drinking was over, several mekés were performed. These consisted of native songs and dances combined, and are dramatic, religious, comical, warlike, and sometimes romantic in turn. The men who took part in them wore kilts of native cloth, with fringes of dark water weed, or long reedy grass gracefully draped over their bronzed and well-oiled bodies, and coloured leaves or ferns strung over one shoulder and round the waist, or sometimes twined about the arms, and legs below the knee. The dance consists of many varied figures, most of which are full of vigorous action, while the non-dancers squat in the middle, some



MEKÉ DANCING.

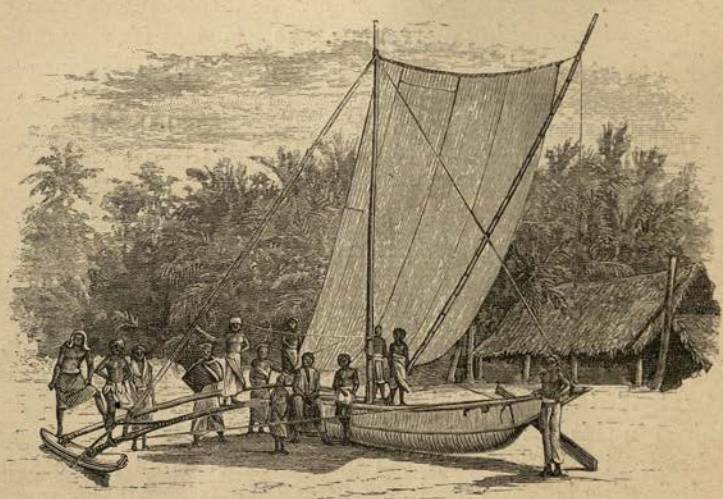
clapping hands in time, others beating time on the ground with short hollow resonant bamboos which they thump downwards, perpendicularly, as drums on the ground, but all singing. The words of some of the songs are very old, and never alter from the dialect in which they were first composed, so that portions of them are not understood by the singers themselves. Each district and clan has a dance peculiar to itself. Those given this afternoon were performed by the Batiki men, and by those from the island of Rewa, with exemplary precision. The dances are all quaint and wild, with much pantomime and graceful action, and constantly changing grouping of fans, spears, or clubs. One line advanced

—all the men—with clubs, which they swung in time together, sawing them sideways, in front of the body, from left shoulder to right hip, one movement of the arms for each stride of the legs forwards as they charged across the open, then wheeled right-about-face, and charged again the other way, with fresh club drill, but this time waving the clubs forward with the simulated action of striking from over the head downward to the knee, but with the same united rhythm of action. Other bands went through spear drill in a similar way. Many of the figures of the dance are very intricate, and when one line of men coming from one side the square met another wheeling up from the opposite side they passed through each other's ranks. The rapidity of their movements and the flexibility of their bodies is something marvellous. It seems as if every muscle was in action; and all the postures are graceful. The dance gets wilder and more excited as it goes on, generally ending with a yell. The ground resounds to the simultaneous and well-timed stamping of the united multitude, and the equally well-timed Kentish fire of hand-clapping, with the united cry, Vinâka, Vinâka ("good, good"), between each clap. Most had their faces painted with every variety of colour in stripes, circles, and spots. Some were all scarlet; some half blue and half scarlet; some half plain and half spotted. Many were entirely blackened down to the waist, or had their noses painted bright scarlet, and the rest of the face black.

Most men and women alike wore a kind of petticoat or kilt, that extended from the waist to the knee, all the amount of dress required in this hot climate. The missionaries have shown great good sense in dealing with the native amusements and customs, discriminating between the innocent and the evil. All this exercise is but an outlet for their exuberant spirits: and certainly conduces to their health, amuses them, keeps them out of mischief, and has altogether as beneficial a tendency socially as the preservation of their organisation into village communities and clans has politically.

The Admiral, captains, and the executive council of the island dined with the Governor. It was cooler in the evening in the verandah, but there was not a breath of air stirring, although we could see the clouds high up aloft overhead, drifting quick with the south-east trade across the face of the full moon. During the night we could hear the guard striking the hours on the big drums that used to be used at cannibal feasts, but which are now kept in front of Government House: and the laughing jackass in the woods behind, whose cry much resembled that of a peacock.

September 6th.—At 10 A.M. started with Captain Herbert and Mr. Thurston in the Governor's gig manned by stalwart cheerful-faced and bronzed Fijians in white kilts with scarlet bands, to row to the native village further along round the point beyond Nasova. On the beach where we landed, fringed with cocoa-nut palms, there were a number of the native canoes drawn up, one more than 100 feet long, and double, the smaller canoe serving as a powerful out-rigger. The huts of the village, each an oblong with a heavy thatched roof and wattled sides constructed of palm-leaves, seemed dropped down here and there anyhow under the cocoa-nut trees. We called on the Vuni Valu (war-club) as Thakombau is entitled



OUTRIGGER CANOE ON BEACH.

by his men, and found him just preparing to return to Mbau on account of the illness of his wife Andi Lydia; the hut, an oblong about thirty feet in length, was beautifully clean, carpeted throughout with dried grass mats, the hut poles carved about with elaborate geometric patterns; these poles not only supported the crown of the roof but also the frame-work which ran all round the space where the slope of the roof and walls met, while elaborate designs on tappa were hung as tapestry all about. The doorways were on the two sides of the hut, each four feet wide and of about the same height; the doors themselves were mats which were raised like curtains as you pass in. This old gentleman has seen many

very strange things; he was at his wit's end, what with stray European settlers and Maafu, King of Tonga, when he gave up the islands to the Queen. Leaving him we walked through the village and were greeted everywhere by the groups of men who were about, who sat at once as we passed, all joined in the tama, the curious deep-toned acclamation of Dah-woh ! Dah-woh ! which is the vassal salutation to their feudal lord. Europeans rise to do honour, these sit. Taking the average height of more than 50,000 persons of various races, the Fijians are shown to be the tallest. Their average stature is 5 feet 9·33 inches: next to them come

GROUP OF FIJI MEN.

the Patagonians with 5 feet 9 inches, then the Negroes of the Congo, 5 feet 8·95 inches: after them the Scotch with 5 feet 8·61 inches: then the Irish, the English, and the Welsh, these last with an average of 5 feet 7·66 inches. At the bottom of the list stand the bushmen, with an average height of 4 feet 4·78 inches. The difference between the tallest and the shortest races is 1 foot 4·55 inches, and the average height of man is 5 feet 5¼ inches according to this table. The women appear to be equally stalwart with the men, and are intelligent-looking, bright, and modest. Nowhere is etiquette observed more rigidly than in Fiji; all are

used to family, village, and clan ceremonial, from earliest infancy, so that each action of every man's life is discharged as one due to the body to which he belongs; in no class of men has the individual been so permeated with the sense of his relationship to his comrades and to the body politic as in Fiji; each man shows a sort of simple and innate courtesy to every other; perhaps it is this communal side of their nature that has brought them so readily to accept with the simplicity of children the faith of Christ.

We walked on up the hills to Mr. Thurston's botanic garden; it is situated in a beautiful valley in which he has collected all sorts of tropic plants and shrubs. We slowly rose up, though now and then more steeply along a regular mountain footpath on which there was only room for one to go at a time, as it wound amongst the rocks, ferns and crotons, scarlet, crimson, purple and primrose, as well as every tint of green from the most delicate to the darkest, shaded with chocolate and maroon. He bestows great care in collecting the finest kinds from Rotumah and other far away islands, and sends them away to all parts of the world. It was very hot, but looking back over the village to the coral reef and islands beyond, every now and then the view was very fine, especially from one spot, where the ground showed traces of having been cleared, under some old trees. Here we were told a native village had at one time stood; of this one large oven, (where man was wont to be cooked) alone remained. The spot was selected because, we were told, there was nearly always here at the mouth of the valley a breeze or slight movement in the air. Down below, we saw the *Cleopatra* practising firing at a target, and heard the natives shouting in surprise after every shot.

The water inside the coral reef is of a bright cobalt blue, the sea outside the white line of the coral barrier is to-day indigo. Inside the surf it is not, however, all of one tint of blue, for the depth of water is very irregular, and in some places there are patches of white sand at the bottom, so the tints of the water were of all shades, from emerald-green through orange and yellow up to purple and blue. At high water the reef is covered, but at low tide patches of the white coral here and there stand up high and dry. The hoarse roar of the breakers is continuous all day and night, but you notice it more at low water, and still more when there is a little breeze landwards off the sea. The passage through the reef is plainly marked by a break in the white line, and a broad roadway of deep blue, connecting the inner waters with the deep

beyond; two wooden white pyramids on the hill-side above the town by day, and a red and white light by night, are the leading marks for the entrance of the harbour.

After resting a bit under the trees, we soon afterwards reached the garden, through which there was a splendid bright stream of water flowing; here, under the shade of the brown rocks and trees, there were several pools, in which we had some delicious bathing. Two of the native crew of the gig had brought up the luncheon baskets on their shoulders, and one of these now finding something had been forgotten, ran back all the way to the Government House and up here again in half an hour, covering the ground in fifteen minutes each way—he must have gone at more than a trot the whole distance. The other presented Eddy, while he was in the water, with a strange leaf and flower, as a little offering; he did this in the most simple and natural, and yet dignified manner. After drying ourselves, we walked about the garden, and saw the bananas, cotton, teak, coffee, cacao, palms and all sorts of strange plants, which Mr. Thurston, after cultivating here, disseminates over the island. In 1876 he distributed his first thirty bushels of maize to be sown in native gardens: last year (in 1880) 30,000 bushels were exported, all raised from that seed.

[No finer tobacco is anywhere grown than that which can be raised in Fiji, and the cotton produced here is admitted to be of the best description. The first grown in the islands was planted in 1863 by the American consul, but it is doubtful whether its cultivation will now pay, except under specially favourable conditions of market, such as were produced by the American civil war.

As regards coffee culture, Fiji is in much the same position as Ceylon was forty years ago. The shrub was only introduced from Ceylon four years ago and planted out into regularly formed estates, though previously patches of coffee (supposed to have been originally brought from South America) had flourished most luxuriantly. Not only Europeans but also some of the natives are taking to its cultivation. The great thing is to see that the plantations are sheltered from the south-east trade winds, but no trees that will cause much shade must be left, as coffee does best in the open. Plantations at an altitude of 1,000 feet in Fiji are in the same conditions as those at about 3,500 feet in Ceylon, but the coffee on the coast lands, though it yields well, gives a smaller berry. Seeds, when planted in the ordinarily careful

way, quickly germinate, and the seedlings are fit for use in seven months. If planted out in October or November it will yield a maiden crop of 4 cwt. per acre in about two and a half years, and almost any weight up to 15 cwt. per acre may be picked in successive years, according to variations in climate, soil, and weather. The shrubs are best about six feet apart, otherwise in the third year, from the rankness of the soil, they overlap; they may be let grow five feet high without topping in well-sheltered places; handling and pruning must be looked to, and the weeding in many districts, owing to the scarcity of local labour, will prove troublesome for some few years yet. Buildings of a substantial character can be erected at a moderate cost, fine hard wood being plentiful in the jungle, while lime is made from the coral which abounds on the coast. The leaf disease has found its way here, but is not near so destructive as in Ceylon, as the trees here run very much indeed to foliage and wood, and the disease rather lessens the crop than injures the trees. It has been calculated by the sanguine that coffee, to the value of three or four millions sterling, will be exported before many years are past.

Ginger is one of the wild plants of the Fiji jungle; the best, however, has been brought from Ceylon; small knobs are planted two feet apart in rich ground well dug up and free from roots and stones. The crop matures in nine months, and after being scalded in boiling water is dried in the sun; exported in this state it finds a ready market at 25*s*. per cwt. though if it could be bleached a far higher price could be obtained. As the growth of sugar increases in Fiji, preserving ginger may become a large industry, as it does not require large means.

In Ceylon cinchona has proved a great success, although the climate and soil are less favourable to it than in Fiji. In Ceylon the incessant downpour of rain in the monsoons damages the leaves and branches and acts injuriously to the roots, which again in the dry months there are apt to wither; in the alternate rain and sunshine of Fiji throughout the entire year the young cinchona plants grow much larger and more thoroughly vigorous than any seen in Asia at the same age, so much so that it is hoped that the 4 years' bark in Fiji will be equal to the 5 years' in Ceylon; while owing to Fiji being within the belt of the south-east trades, and the temperature being cooler and the soil richer, it, like the coffee, can be cultivated at a lower elevation than in Ceylon. At present

cinchona affords a better prospect of profit than any other article of cultivation, though not altogether free from risk, but nothing can be known with certainty until the first crop is gathered which will not be for several years yet.

The systematic planting of cocoa-nut trees with a view to copra is something quite new; none was exported from Fiji before 1870, and now that exported is worth about 50,000*l.* per annum, and amounts to about 4,000 tons; at present, however, this copra is the yield from old trees planted years ago; the 6,000 acres and more that have been thus planted out since 1871, when they begin to yield, will double the exports of copra from Fiji, and represent an annual value of over 100,000*l.* The cocoa-nut trees are planted in rows, thirty feet apart, fifty trees to the acre; they are in full bearing after they are seven years of age, and then produce about half a ton of copra per acre, and about the same amount of cocoa-nut fibre. The value of both the copra and the fibre is about 12*l.* per ton. Up to the fifth year there is the expense of weeding to be taken into account; after that time the trees are sufficiently tall for cattle and sheep to graze and keep the weed down. When the nuts are first planted, crops of cotton and maize are grown amongst them, as long as they do not produce too much shade. The cocoa-nut is generally baked in huge ovens, though sometimes it is dried by the natives simply in the sun, but then has to be watched, in order that it may not be injured by the dew. The best copra that can be made is produced in four or five days. The disadvantage of this simple sun-drying process is that in showery weather the whole of the raw material is spoiled; the drawback to the artificial drying is that copra that has any taint of smoke about it fails to fetch a high price. The best situation for the full development of the cocoa-nut tree is near the sea, as salt, in some form, is essential to its vigorous development; sandy beach flats, where the trade blows in from the sea over the trees all the year round, are its favourite haunt, though in some parts of Fiji it flourishes well at an elevation of 500 feet. After choosing the nuts that you intend to plant, put them in the shady nursery to sprout; they cost from 2*l.* to 3*l.* per 1,000. When the land is cleared, they are planted out from twenty-four to thirty feet apart, the latter near the sea beach, the former on higher land; the former will give seventy-five trees per acre, the latter only fifty, the quincunx ⁘ gives more room to the trees, for the space occupied, than any other method of planting. Each hole is at least two feet deep and two feet broad, and the soil is thrown up all round. On a

showery day the cocoa-nuts, with a sprout from one of the three eyes protruding nearly a foot, are taken up and carried to the field; they have to be carefully held over the hole in one hand, with the other a little soil off the sides of the hole is worked down gradually all round the sprout, until the nut is just covered. The soil is then pressed down with the foot and the work is done, although the holes are still nearly a foot deep, in order that the rain may come to the young plant; it is not till the end of a year and a half, when the young tree has made a fine start, that the hole is thus washed down.

In the third year a space round each tree, of at least six feet, must be kept well weeded, and the soil constantly loosened; in the fifth year twenty cattle to every hundred acres, if turned in, will eat down the weeds and manure the ground; from this time onwards it will be necessary to employ one man to every twenty acres to remove dead leaves and prune the trees. Some cocoa-nuts begin to bear fruit after the fourth year, but most not before the seventh, after which the yield steadily increases for five or six years more, when the maximum is reached, although they continue bearing heavy crops for sixty or seventy years, and are fairly fruitful up to 100 years of age; on an average each tree bears ninety nuts per annum, sometimes 120. Taking the average in Fiji of eighty nuts per tree, each acre should give 5,500 nuts per annum; these will make one ton of copra, (which is the dried kernel of the cocoa-nut), and as the picking, the husking, and the drying, certainly will not cost more than 1*l.* for that quantity, there is left a profit of 11*l.* per acre per annum. The copra sells in Europe at from 20*l.* to 25*l.* per ton. Besides this, however, there is the husk, which by the use of proper machinery is manufactured into coir fibre. The husk is removed from the nuts in a few seconds by a sharp-pointed stick stuck in the ground, and then tossed into large tanks, where they steam and are soaked for a day, after which they are passed between very powerful fluted metal rollers, which flattens them out and softens the woody matter. They are then put into a large cylinder or drum, filled with sharp steel teeth, which revolve by steam at great speed; the teeth reduce the husk to coir fibre. There are several companies in Fiji that do this, and other qualities of coir, called bristles or brush fibre, are made by other machines, and other qualities again for upholstering and rope manufacture. The husks from 7,000 cocoa-nuts produce about one ton of fibre, which sells in Fiji at about 10*l.* per ton; brush fibre is

worth about 22*l.* per ton; the cost of labour to produce one ton of fibre, exclusive of cost of machinery, may be put down at about 5*l.*

The cost of the land and the labour per acre for bringing a cocoa-nut plantation into full bearing varies from 20*l.* to 40*l.* If, therefore, a person has capital to purchase 500 acres of suitable cocoa-nut land, to clear, plant and cultivate them up to full bearing point, he may calculate on a nett income of at least 5,000*l.* per annum thereafter, on an expenditure of 15,000*l.*, a little over 30 per cent. for money invested. Of all crops, none give so little anxiety as cocoa-nuts; the tree has few, if any, diseases or enemies; whether it rains or keeps fair matters little, the tree grows on, and the fruit goes on falling. No crop at so small a risk makes such a large return.[1]

Arrowroot and tapioca grow very well in the islands, the latter is especially cultivated by the natives for their own food; they prepare it by peeling, steeping, and afterwards kneading it into cakes, which are boiled and eaten, but the favourite way is to bury it in pits, where it undergoes a putrid fermentation, and when dug up and cooked has a most pungent odour and taste; it is always in demand for travelling (and the Fijians are great travellers from isle to isle), as being portable and retaining its flavour for many days.

The manufacture of sugar has quite recently been begun, a very large sugar usine with the latest steam machinery has just been established by a Sydney company, near Suva, on the banks of the Rewa. A large area has already been planted with canes, and the machinery manufactured in England weighs over 3,000 tons. From 80,000*l.* to 100,000*l.* is sunk in the company's gear and floating stock, and when in full work the mill will be capable of turning out some 350 tons of sugar per week. The total area of land in the Fiji group, suitable for growing sugar-cane, is approximately estimated at 1,000 square miles, or one-seventh of the whole. These cane-growing lands are situated in all the principal islands, in the interior of both the large islands as well as near the coast and the flats on the banks of the river. In 1878 a block of about 650 acres of fine cane land, bounded on one side by a navigable river, was sold at auction by Government for 1*l.* 10*s.* an acre. When these cane lands have been fully occupied and planted with canes, and proper works put up for crushing the

[1] All these statements as to trade and profits are taken from official sources, but they may possibly nevertheless require balancing with other considerations. Labour for instance has become far more costly in Fiji during the last four years.

cane and making sugar, it is anticipated by some that about 500,000 tons of sugar could annually be made in Fiji. Nevertheless it must be borne in mind that the consumption of sugar in Australasia is at present only 130,000 tons, and there is competition in supply not only from New South Wales, the northern territory of South Australia, and Queensland, but also from Java, over which Fiji has no advantage whatever. Fiji will probably compete successfully with Mauritius, but it is by no means certain that the latter even will be altogether extruded from Australasian markets.

Labour.—The hiring and service of Fijian labourers is regulated and controlled by law. Every contract for the hiring and service of native labourers for any time beyond one month has to be entered into in the presence of the European magistrate of the district within which the intending labourers reside. The contract states the time for which the service is to be, the rate of wages (which is generally 4*l.* a year, and has to be paid to the man direct, but always in the presence of a magistrate), the quantity and quality of the rations (which are daily seven pounds of yams, or sweet potatoes, or one and a half pounds of beans, or two pounds of maize meal, and with each, half an ounce of salt and two ounces of tobacco a week, enough to last an English labourer a month), and the clothing (in one year four loin-cloths, two mats and one mosquito curtain), to be supplied by the employer, who further engages to provide proper housing, and to pay the cost of conveying the labourer to, and back again from, the place he has to work at. Those who thus engage to work on plantations in their own province or clan, or in their own island, are under a law altogether distinct from that which applies to those who engage to work on plantations away from their own land. These latter have, besides, to communicate with the immigration department of the Government before leave can be granted for them to migrate into another province and away from their own people. Before a planter can engage labourers, he has to apply to the Agent-General of Immigration, and obtain from him a written permission to engage the number he requires, which he has to produce before the magistrate when the contract is entered into. As, however, great complaints have been made of the misery and suffering occasioned to the old and infirm, and to the women and children of certain clans and provinces, through the withdrawal to distant plantations of an undue proportion of their able-bodied men, it has lately been determined to further check such contracts. For as the village community is almost entirely dependent for its

existence upon food obtained by tillage of the ground, the departure of most of the able-bodied men from its midst not only occasions want, but also a decrease of births in the clan thus abandoned; while the men, being suddenly freed from the wholesome restraints of their own clan-chiefs and families, fall into irregularities which are conducive neither to their own well-being nor to that of the communities into which they intrude their presence. It has been found necessary to encourage engagements to work near home and in their own clan, rather than at a distance from it; and as it was found that many of the clan-chiefs had been bribed by those who wished to secure the labour of their men, in order that they should compel these to declare that they wished to migrate and undertake such labour at a distance, such bribery is now most severely punished. For all those who engage to work on the plantations in the colony it is further stipulated that the regular working hours must not be more than nine a day, and the Government inspector is constantly going round the plantations. The average estimate of the total annual cost of a Fijian labourer, including food, quarters, clothing, wages, medicine, recruiting, and returning home, is about 11*l.*, and the number of such engaged each year is only about 1,200. As this number is by no means equal to the demand, Polynesian immigrants (from the Solomon, New Hebrides, and Line Islands) are employed as labourers in Fiji. (In 1884 there were 5,466.) About four-fifths of the planters in the colony prefer these Polynesians to the Fijian labourers, although the latter cost on an average 2*l.* a year less than the former, and are as a rule healthier. The recruiting and introduction of Polynesians is regulated by law, and carried out under Government supervision. Before the close of each year the planters have to apply to the Agent-General of Immigration for the number of labourers they will require the next year. When the list of applications is complete, suitable vessels are chartered by the Government to go and fetch the number required. Their passage and other expenses are paid by the Government, which is, of course, refunded by the employers after the arrival of the labourers, in three instalments, at intervals of twelve months. Every vessel carries a Government agent to see that those who are engaged are in good health, come voluntarily, and are properly fed and cared for on board. On arrival in Fiji they are put up for thirty days to look about them, during which time they are vaccinated, which they, as well as the Fijians, take very kindly to, as they are naturally fond of cutting and tattooing themselves.

They all engage to serve for three years on a given plantation: those over fourteen receive 3*l*. per annum with rations. The wages are paid every six months, as they become due, by the planter to the colonial treasurer, who takes care of the money till the end of the three years. But even then it is not paid in coin to the Polynesian, who would not know its trading value, so the Government each year calls for tenders for the supply of all articles of trade the immigrants care to select from in payment of their wages. Each labourer chooses, in the presence of a Government officer, whatever he likes until the full figure of his wages has been reached, and walks off with his bundle unfleeced, and the colonial treasurer pays the amount to the trader who has supplied the goods. The employer is bound to supply the Polynesian immigrant with a suitable dwelling, cooking utensils, food, and medicine, with four loin-cloths, a half blanket, two mats, and a mosquito curtain. The rations for the Polynesians must, at least seven days in each month, consist of seven pounds a day of yams or taro uncooked: for the rest of the month it must be either ten pounds of sweet potatoes or bread-fruit, or one pound and a half of beans, rice, biscuits, or freshly-ground maize meal a day. This last cannot be given, however, more than fourteen days in one month, and must always be supplemented by two ounces of molasses. Two ounces of animal food must always be given with the rice. Besides this, two ounces of soap and two ounces of tobacco must be given to each every week. The working hours are nine a day, and five on Saturday. The average of the total annual cost of a Polynesian immigrant, including passage out and home, food, quarters, clothing, wages, medicine, is over 13*l*. (This was the system at work in 1881: it is now, 1886, in a large measure obsolete. Owing to the diminution of the Melanesian population, and the necessity as shown by experience for much stricter regulations than existed in 1881, the cost of Polynesians has risen to a figure which is almost prohibitive, and the Government now takes no part in the immigration beyond the control and superintendence of private ventures.) The Fijian is said to be both mentally and physically superior to the Polynesian, and for clearing land, building houses, and planting food, he has no superior. For methodical work, however, such as picking crops or tending cattle, the more docile Polynesian is preferred. But as more labour is required to develop the resources of the islands, since 1878 immigrants from the East Indies have been introduced, and the rapid overplus of the population of the

Queen's Indian Empire, which so puzzles the Indian economist, has found outlet for itself here as well as in the West Indies and Mauritius, and will probably shortly do so in the tropic parts of Queensland, just in the same way as the overplus of Her Majesty's white subjects in England have found it in the more temperate regions of Australia and New Zealand. The coolies who come (in 1884 there were 4,230 in the islands) are engaged by an emigration agent in India, and are brought out to the colony in vessels chartered by Government. Each is bound on arrival to serve for five years on the plantation to which he is allotted by the Agent-General of Immigration; but he must complete ten years' continuous residence in the colony before he can claim a free passage back to India. During the last five years of his stay in Fiji he may work where he pleases. For each immigrant allotted him the planter pays a fee of 15*l.* in five annual instalments, and has to provide suitable dwellings, medicine, and doctors. The Indian coolie, instead of being paid so much a year like the Fijians and Polynesians, is paid according to results and work done. The wages are paid in money direct to the immigrant every month, during the first twelve of which the planter has to furnish him with rations, for which, however, he may deduct fivepence every day from his wages. Such rations are to consist daily of one pound and a half of rice, four ounces of dholl or other vegetable, one ounce of cocoa-nut oil or ghee, three-quarters of an ounce of curry stuff, two ounces of sugar, one ounce of salt. After the first year the coolie finds his own food, and receives full wages, which is about one shilling a day of nine hours. The average cost of an Indian coolie, depending as it does on the variable number of days he will work in a year, is a little over 16*l.* There is no difficulty in working Indians and Polynesians on the same estate. Doubtless soon the Chinaman will appear upon the scene.]

There are no indigenous four-footed animals in the island, except rats and flying foxes; it was the Tongans who brought the cats, dogs, and pigs. These last were the principal meat food of the white residents in the earlier days of the colony, and although there are now 20,000 pigs in the island, yet the supply of beef and mutton (there are 4,000 cattle and 6,000 sheep) has resulted in the pork being left chiefly to the natives. Crosses between the Leicester South-down and Lincoln, prove the hardiest in resisting the influences of the climate. One flock of pure breed merinos is said to have increased in the last three years at the rate of over

70 per cent.; shearing twice a year preserves both the carcase and the fleece; wool two and a half inches in length is obtained. There are besides over 11,000 Angora goats in Fiji. There are no poisonous serpents and only two sorts of snakes in the islands, but the spiders are very large, of red and yellow, and they glory in great webs, in which they catch the cockroaches; the ants also feed on these latter, and we saw 100 or so of the tiniest dragging away the dead body of a large cockroach. Lizards are many and varied, and there are several kinds of tree-frogs. There are said to be 100,000 poultry now in the islands, the Berkshire and China-Poland breeds have been brought and crossed with Captain Cook's original stock, much to its benefit; wild fowls abound in the bush; quail and pheasants have been introduced and are said to be increasing.

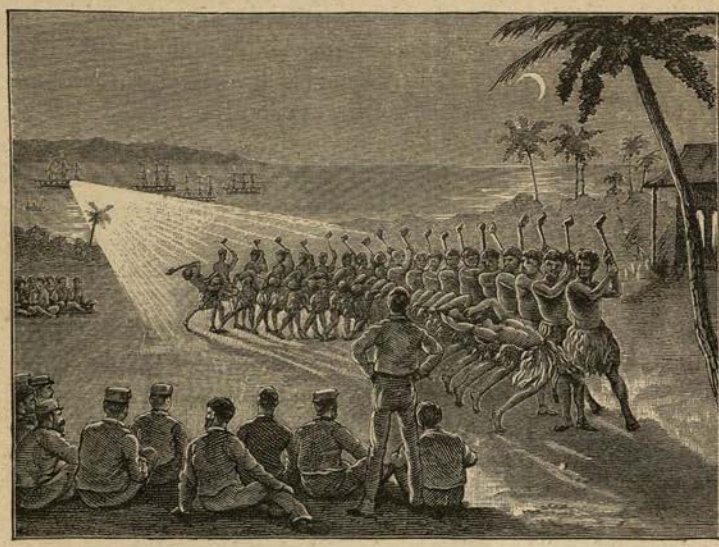
We afterwards had lunch under the trees, sitting on the extemporised mats made from green shoots. One of the natives made fire by drilling a stick on to a flat piece of wood; this is very hard work, as before you can get a spark you have to twist the stick very quickly and with much force.

After walking back to the town, we went on through the whole length of Levuka, the principal stores in which lie facing the beach. Here you can get all sorts of things, at a price about one-third more than you pay for the same in England; but the native if he wants them has to pay a much higher price. The Good Templars muster very strong here, and gin is five shillings per bottle, but is only sold to whites.

At 4 P.M. there was another grand display of meké dances, on the green by Government House. Three of these were particularly striking; in the first a large force in green-leaved kilts, and with great quantities of thin white tappa rolled all about them, advanced—lead by Ratu Timoci; and after going through their stampings and swayings in line gradually divested themselves of these streamers and piled them as offerings in front of the Admiral. The other two were war-dances, the Kandavu men danced a spear, and the Bau people a club-dance. At the end of this the club was left as a present for the Admiral.

To dinner came Roko Abel (who inherits most of his father's ability, and has two provinces entrusted to his charge) and Roko Thakoundrave. They wore kilts of brown tappa stamped with black balls (the distinctive mark of a chief's tappa), and white linen shirts. During dinner the electric light was flashed from H.M.S. *Inconstant*, and

the elder Roko, when told that the English were trying to make the sun, and at present had only succeeded in making a light brighter than the moon—for such it seemed in the broad moonlight outside from where we sat—expressed a wish that he might never die, but live on and see the wonderful times and things that were in store, and when reminded that according to his present belief he might, after death, see still more wonderful things in the life beyond the grave, said, with an air of melancholy, "he should be quite content to remain and see those this side." There was more



MEKÉ DANCING AT NIGHT.

meké dancing on the green afterwards, and if anything, those by *night* were more weird than those by day. It was impossible now to distinguish the colours either of the dresses or painted features of the performers, although the moon was shining brightly, and every now and then the brilliant rays of the electric light from the deck of the flagship in the harbour were cast upon the scene and caused the outlines of every leaf and branch of the tropic vegetation which hemmed us in as an amphitheatre, to stand out clear and distinct like trees on fire. As the light flashed from point to point, now on the shipping in the harbour, now on the town, and then full upon their faces for a few moments, the Fijians burst

into yells of the wildest surprise and delighted amazement. In long black masses they wheeled and retreated, waving and brandishing their clubs and weapons, and then for a time no sound was heard except the rustle of their dry-leaved kilts shaken by their prancings, or the heavy and simultaneous thud of their feet brought suddenly to the ground together. At other times they gave utterance to a series of yells, or else a sort of plaintive and monotonous sing-song came from the small band of performers that sat upon the ground, and towards which first one wing of the dancing squadron advanced and then the other, reminding us very much of the corobboree we had seen in South Australia, of which the mekés seem the finished and elaborate development, just as the wheeling and dancing of the chorus round the altar of Dionysos must have been of the rougher play of the Greek peasants. As we sat on the mats and looked upon all these dark outlined figures, in the warm evening air laden with the smell of the cocoa-nut oil with which their shining glossy skins were profusely anointed, we seemed to have in reality before our eyes that which had been shown us both by picture and by story in the nursery of the doings of the King of the Cannibal Islands.

Sept. 7th.—Off to the ship at 7.30 A.M., and at school all the forenoon. There was a cricket match, *Bacchante* v. *Levuka*; in the first innings we made thirty-three runs, and in the second 112; they made thirty-two in the first innings, and thirty-one in the second. This evening there was some dancing at Government House, the *Inconstant's* band played. People wandered in and out through the verandah into the garden and on to the green, where some Solomon Islanders performed strange music with panpipes; each pair played the same note while they stood facing each other and working with their bodies; it was evidently heavy labour.

Sept. 8th.—Off at 7.30 A.M. to ship and school. The Rev. Arthur Webb, the missionary, came to lunch with us, and brought a number of Fijian books and specimens of writing and translation. Many natives came alongside in their canoes, and on board, where they sat about on the deck (it is "make-and-mend-clothes day") lost in wonder, and feeling, as some of them said, "part of England," much in the same way as a horse does of his protector and master. The chief engineer had his electric battery on deck and sent a current through a basin of water in which some coins were placed, and into which on dipping their hands some of them received a shock they could not understand, but which did not terrify them in the

least. They seemed to think it quite natural that we should be possessed of these wonderful powers, and called up each other to see and admire the marvel.

The *Bacchante's* second eleven, of which George was one, played the *Cleopatra* at cricket. They got in the first innings 148 runs; our second eleven got in the first innings fifty-nine, and in the second, thirty. The first lieutenant gave a first-rate lunch to the elevens. There was an afternoon dance on board the flagship, for the European residents from the shore. In the evening we dined again at Government House.

Sept. 9th.—After breakfast had a long walk with the Governor along the beach—a delightful, cool trade-wind blowing. We went through woods and open patches round into a bay with beautiful open beach, and by by-paths under strange trees and bushes with a queer feeling that if we had been caught walking here some few years ago we should have been roasted and eaten. We met several bands of natives marching along the paths towards Levuka, bearing all sorts of vegetable roots on poles, for the great farewell gathering of the clans this afternoon. They step on one side out of the path and go down on their haunches to salute. At one place we mounted to a sort of white man's cemetery, with European graves, on a high point looking out to sea, within sound of the coral reef and the restless sea over which from far-off homes they came here; they rest from their labours beneath the shade of tropic creepers, plants, and shrubs.

Home to lunch at one. Afterwards Thakombau came to say good-bye. He was born in 1815 (Waterloo year). When a lad of six years he first clubbed another lad a little older than himself, and for the first forty years of his life, though now an amiable and refined old gentleman, saw and did some very queer things—the strangling of his father's five wives being only one incident. His father, Tanoa, would return from an excursion round the island with the bodies of infants hanging from the yard-arms of his canoe as tribute exacted from their parents. Their taste for fifty years, all through manhood and middle age, he knew and relished exceedingly well. On April 30th, 1854, finding his own gods had neglected him, he gave orders that the big drums, which had only been beaten previously to call the people to a great cannibal feast, should sound to summon his people to Christian worship, and he first knelt as a Christian with all his wives, children, and relatives. His chief wife, Andi Lydia, had all along been a friend of

the missionaries, but neither he nor she were baptised until 1857. There has been no trace of back-sliding in the old chief since: he has loyally adhered to the new order. It is to his energy, clear-sightedness, and fidelity that the advent of British civilisation in Fiji is most largely due. Of all his family his daughter Andi Arietta Quildela (flag) inherits most of his masculine energy, and as Roko rules her district well. Even as we saw him in his old age, broken, white-haired, and nearly blind, there were still signs of his old determination and energy, and he unmistakably showed in several ways that high-bred courtesy which seems not only perfectly natural to the chiefs but also to the people of Viti. He said that he never thought he should have lived to see this day when grandsons of the Queen of England, of her own flesh and blood, came to his land, and he wondered how their mother could let them go so far. He was answered that, whether far or near, Viti was now part of England.

There came also to dinner to-day the old Roko of Khandavu, a fine, tall, old man, but infirm: he had to be led up to shake hands.

The squadron played a cricket match against the Levuka club and made 111 runs, the club in the first innings getting eighty-two and in the second fifty. There was a rifle match between seven officers of the squadron and a Levuka team, the latter winning easily. Each man fired seven shots at 500 yards range.

In the afternoon there was a farewell gathering on the green, when heaps of bananas and mats and tappa and fruit were brought and piled up for the squadron, and three very pretty mekés were danced, the best being kept for the last. Each day we have been here these dances have been performed by different clans, and to-day it is the turn of the western clans. The most elaborate was a representation of the story of the lost goddesses, who were represented by four boys, well oiled and dressed as girls. These were sought by various bands of dancers, who chanted verses, the refrain of each being, "Have you seen the goddesses?" There was also a good deal of by-play occasioned by the son of one of the chiefs, who moved in and out amongst the band of dancers with his wand, singing and cheekily pretending that he was only teaching his elders. Two huge men with long spears formed the guard of the goddesses, and kept fluttering round them. In the midst of the story of which, even with the help of Mr. Wilkinson (native agent), we could not catch all the points, there were a number of porpoises introduced. These were personified by veiled figures

furnished with large fans, and it was really marvellous how by the swinging of their headgear, and the quivering of their bodies, and the waving of their fans together and flapping them at the side, they were able to represent the actions of the fish, and more especially recalled the flowing of the porpoise as he plunges forward to dive beneath the waves. This meké was succeeded by another one in which women only performed. It appeared slow after the vivacious action of the preceding, and consisted chiefly of an elaborate hand and fan waving, and swaying of the arms, head, and body, backwards and forwards and from side to side, all in beautiful measured time, as they ran, or marched, or sprang together in long lines all across the ground. At the end the Vuni Valu gave George a whale's tooth in the same way as he had given one to Eddy on the first day. "This" he said "was the gift of Viti and not of himself alone. He spoke but as representing Viti to us, whom he held to represent England. Now we all feel in Viti really united to Britain, not your equals, but still united to you and all one." The Queen is about to send her portrait to hang in his old hall in the Government House with this inscription, "Ki vei ira na noqu mai Viti," beneath it, "To those that are mine in Viti," which simple words will touch a chord in the heart of every native that reads them, for with possession comes also responsibility, and with a sense of duty performed to the community the feeling of having merited the approbation of the head and representative of the whole.

The Governor and Mrs. des Voeux came off to dine with the captain and several others from the shore. There was afterwards a dance given at the Mechanics' Institute by the European residents of Levuka to the Admiral and officers of the squadron, to which we both went. It was a great success.

We have spent a very pleasant time here; the natives have sent off all sorts of presents to the fleet; and the English residents have all been very hearty, and kind. Though living in this quaint out of the way corner of the Pacific, they are thoroughly English in thought, feeling and education; and residence in Fiji seems to bespeak no severance of the old and fondly cherished ties of home and kindred.

END OF VOL. I.

RICHARD CLAY & SONS,
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